

AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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D. K. MINOR, EDITOR.]

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TO OUR PATRONS AND THE PUBLIC.

THE AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.—With this number commences the second volume of our Journal. Contrary to the expectations of many, it has completed a volume, and it affords us much pleasure to be able to say that it enters upon the second with very fair prospects; fair, at least, when compared with its commencement; so fair, indeed, are its prospects of an extensive circulation that arrangements have been completed for making it altogether more interesting and valuable than it has heretofore been.

It will hereafter contain, in addition to its usual variety of reading, both upon the subject of internal improvements and in its selections upon miscellaneous and literary topics, much valuable matter, with illustrations, from the London Mechanics' Magazine. This department alone would be worth far more to mechanics and men of science, than the cost of the Journal, and it will at the same time be more interesting to those who read merely for amusement. We have made great exertions during the past year to render the work worthy of a liberal patronage. Our arrangements are now completed; our promises are before the public, and this number is offered as a specimen of the work as it is to be published when our subscription list amounts to fifteen hundred. May we not look for the continued aid of those of its friends, who have already done so much,

that we may soon be able to carry into effect this part of our plan? We look to them with confidence, as they have already commenced operations, one subscriber alone having remitted, within a few days, \$45 which he had collected for the ensuing volume. A few such friends would very soon secure the performance of our last proposition.

Having thus set forth some of the circumstances which encourage us to persevere in the arduous and expensive publication of this Journal, and glanced at the subjects of several of the papers which will we think be considered as rendering the present number particularly acceptable, may we not in conclusion ask, that those who take interest in all, or some one of the varied branches of knowledge which fall within the scope of our plan, should make some little personal effort to add to our means of carrying it into complete effect. The opinion of an intelligent and disinterested man expressed to a neighbor as to the merits of a paper he is in the habit of reading, goes farther and has more weight than the most zealous professions of the conductor of the paper, seeing that these are always more or less biassed by personal interest. It is such an expression of individual opinion, from those who really think it is deserved, and to those whom it may influence, that we would venture now to solicit. In the progressive improvements of which the volume already completed furnishes the evidence, will we may hope, be found an abundant guarantee that our efforts will in the future, as they did in the past, keep equal pace at least, with the encouragement received. And what class in the many differing walks of social life is there, whom some one at least of the topics treated or illustrated in this Journal does not interest? Take this number for example: for the farmer, there is agriculture and road making; for the mechanic, there is useful knowledge in his branch; for the engineer, there are scientific formulæ; for the humane and philanthropic, there is Murray's invention for saving from shipwreck; for the observer of the "skye in fluences," an elaborate meteorological table; and for the general reader, without ever losing sight of the main object of the Journal, the diffusion of accurate information as to internal im-

provements of all sorts—whether by roads, canals, or bridges, steam boats or steam cars; a careful and impartial synopsis of the politics and literature of the day. For a paper with contents so varied, so copious, at so moderate a price, and in so convenient a form, and which clashes with no prejudices or interests, is it unreasonable to anticipate a large and general circulation? Another year will enlighten us as to the reply that must be given to this question.

The cut at the head of the Journal represents the *American Locomotive Engine*, PHILADELPHIA, built at the Westpoint Foundry Works in this city, for the Philadelphia, Norristown and Germantown Railroad, with a freight car, passenger coach, and private carriage attached, by way of showing the advantages and facilities which may be enjoyed by the inhabitants living in the vicinity of Railroads.

The second and third cuts represent Russell's Hydraulic Press. This press is very highly spoken of in England. If we are not mistaken there is one very similar to it now in use in this city, for raising vessels out of the water for repairs. Those unacquainted with their operation and power, would be surprised to see the ease with which two men, one at each pump, there being one pump at each side of the frame or dock, will raise a large ship from the water. Of this highly ingenious application of the hydraulic pump, we may hereafter take occasion to speak more definitely; our present reference being merely to mention one of the uses to which they are applicable.

The fourth is a representation of the invention of Mr. Murray, for preserving life when vessels are wrecked near shore. There have been several inventions for this purpose, but this we believe is considered the most useful, as it is the most easily managed.

The fifth cut represents the centre arch of the Southwark bridge, of wrought iron, over the river Thames, from London to Southwark. The engraving shows the manner in which the foundation of the stone piers was constructed. A, represents the bed of the river; B, low, and C, high water mark. The accompanying description, gives a list of important iron bridges, and the dates of their construction. This subject will be continued.

LEXINGTON AND OHIO RAILROAD,
27th Nov. 1832.

To the Editor of the Railroad Journal:

Sir—Should you consider the following formulas, relating to the effect of grade and curvature upon the motion of Railroad cars, to be of any value to the readers of your Journal, they are offered to you for insertion.

In estimating the effect of curvature, it is necessary to have a general formula for the value of the centrifugal force. Take V = the velocity of a car in miles per hour; R = the radius of curvature of the track in feet; w = the weight of the car in lbs; and f = the centrifugal force in lbs. From known principles, the following expression for the value of f , is obtained,

$$f = w \times \frac{V^2}{15R}$$

Now the effect of the force f is, to produce a continued pressure upon the bearing of the axles of the wheels, and also upon the flange and edge of the exterior rail. Take therefore T to denote the friction caused by that pressure, and which amounts to the increase of traction arising from centrifugal force. Although the pressure may be nearly the same at both of the points just mentioned, yet it may perhaps be sufficient to take the amount of friction equal to $\frac{1}{2}$ of the whole centrifugal force,* in which case the following formula is at once derived from the preceding:

$$T = w \times \frac{V^2}{60R}$$

In making a selection, from different routes, for the location of a line of Railroad, it may sometimes be necessary to compare grades with curvatures. Thus, the traction arising from grade alone is expressed by the quantity

$w \times \frac{n}{\sqrt{1+n^2}}$, or simply by $w \times n$, very nearly; in

which n represents the rise or fall in the distance unit: and therefore, when the traction arising from an ascending grade is equal to that arising from curvature, the following formula obtains: $n = \frac{V^2}{60R}$

From which either of the three quantities, n , V , or R , may be found when the other two are given; and thus it is easy to compute what grades and curvatures are equivalent to each other, as regards traction, with any given velocity.

In order to express a general formula for the traction, when the road-way has both inclination and curvature, let $w \times m$ be the traction upon a straight horizontal way. The expression for the whole traction T will then evidently be as follows:

$$T = w \times \left\{ m \pm n + \frac{V^2}{60R} \right\}$$

This formula will be of use in all cases where it may be desirable to compare the traction, under circumstances of various loads, grades, curvatures, and velocities.

* It may perhaps seem at first view, that the increase of traction is less than the friction here given, in the ratio of the radius of the wheel to the height of the flange. That, however, would be an error; but whether a different ratio than that of 1 to 4, as here adopted, will best comport with truth, can only be determined from experience.

It may, perhaps, be of some use to investigate a formula for determining the greatest velocity which will comport with safety, upon curves of given radii, and with wheels of given diameters. Let k denote the distance between the axles, and put P = an arc to rad. 1, and length $\frac{k}{2R}$. The two following theorems will

give the principles upon which the investigation is made.

1st. The force necessary to cause the flange of a wheel to ascend upon the rail, is in a ratio compounded of the sub-duplicate ratio of the height of the flange, and the reciprocal sub-duplicate ratio of the radius of the wheel.

2d. When the force necessary to cause the flange to ascend upon the rail is to the friction of the flange upon the edge of the rail, as radius to Cos. P : then is the car equally liable either to run off the track, or to continue upon it.

The demonstration of these two theorems, which, for the sake of brevity, is omitted, may be easily supplied from received principles of mechanics.

Now, the friction of the flange is as $\frac{V^2}{R}$; and putting r = the radius of the wheel, and h = the height of the flange, the force necessary to raise the flange upon the rail, is as $\left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$. But it

will, in most cases, be sufficient to take, radius to Cos. P . a radius of equality; in which case $\frac{V^2}{R}$ is as $\left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$; that is, V^2 is as $R \times \left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$;

or, $V^2 = A \times R \times \left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$; in which A is some

constant quantity, to be ascertained from experience. With wheels 5 feet in diameter, and flanges $1\frac{1}{2}$ inches in height, and upon a track of 1000 feet radius, the utmost safe velocity is, perhaps, about 20 miles per hour. Substituting these values in the above equation, the result will give $A = 2$, very nearly. The general formula will, therefore, be the following:

$$V = 2R \times \left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$$

From which it will be easy to compute the greatest safe velocity upon any curve, and with wheels of any diameter. V. D. G.

[From the United Service Journal for April.]

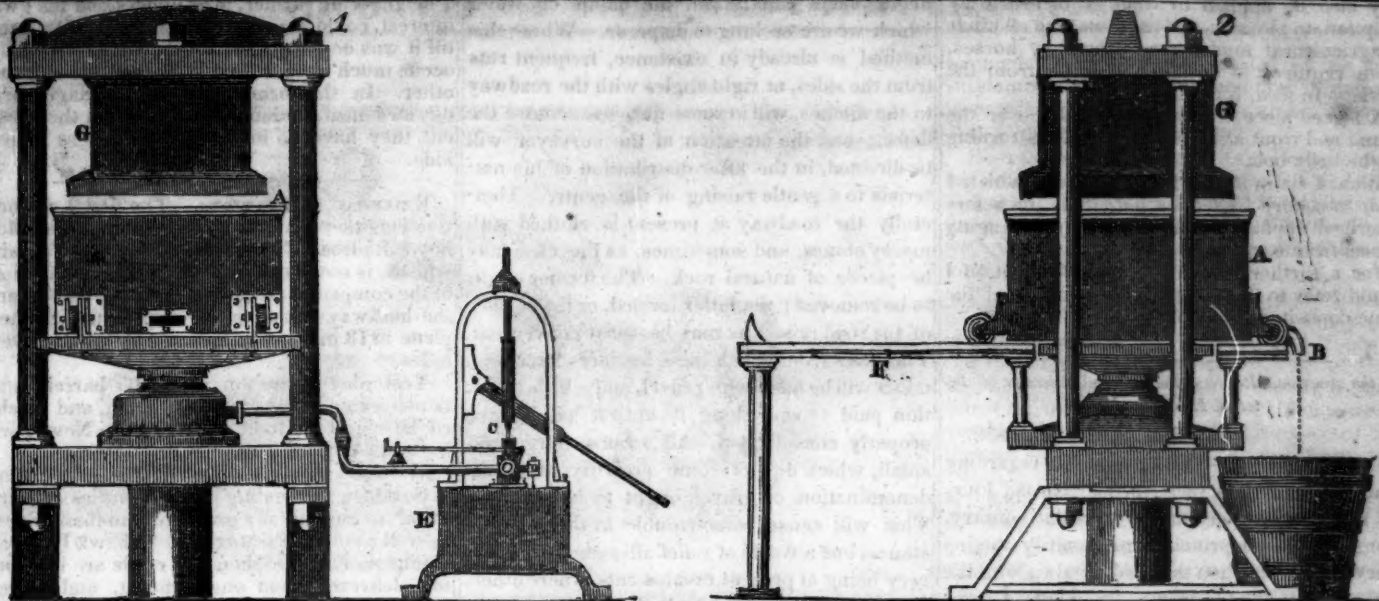
STEAM VESSELS OF WAR.

Sir,—To render steamboats fit for war, requires a better combination of construction and arming than our official people seem to be aware of. The Salamander at Sheerness, and the Dee, at Woolwich, will both be useless as men of war; the former has sufficient depth of hold, but is built so sharp that she will not stow more than ten day's fuel when her stores and guns are on board; the latter is sufficiently flat, but so shallow that she also will stow little more than the former; and I understand those at Plymouth and Chatham are in the same predicament. A steam vessel of war ought neither to be so fine as a sailing vessel, nor, on the other hand, have the capacity of an Indian man; in the first case, she would not stow a sufficient quantity of fuel, and would draw too much water for most purposes—in the latter case she would not go with sufficient rapidity. Her floor should not be quite flat, but nearly so; its length should occupy half the vessel, the form of the bow and run should occupy the other half; the dimensions of the vessels

built are thirty feet wide, and a hundred and sixty-five feet long; had they been twenty feet deep, and built in the above form, they would have been efficient vessels. I beg it to be fully understood, that I do not propose this as a vessel offering the least resistance in the water, but as one combining the requisites necessary for a steam man-of-war; such a vessel, when light, would draw little more than four feet water, without including the keel, whose depth should be according to circumstances, and quite independent of her construction. Her engines and boilers would immerse her between six and seven feet, and with about eight hundred tons of coals she would draw about fourteen, having her gun deck six feet above water at her greatest loading. With a two hundred horse engine, she would consume twenty tons of coals a day, and if they were good, with great care, something less. The shaft should be as close to the deck as possible, and the diameter of the wheels about twenty feet; when loaded, to fourteen, the paddle boards should shift up, so as to reduce the diameter of the wheels about fifteen feet; as the coal was expended, the boards should be shifted down till they came to their full extent; the coal boxes should be fitted in compartments, to receive water, in order that the wheels may remain sufficiently immersed as the coals were expended. The engine and boilers should be secured against shot, which has not been thought of in any of our vessels; no man will be found to attend them in their present state; men have long made up their minds on going into action, to be killed or wounded, but I never heard of any who are ready to be boiled. It has been proved that a combination of oak timber, iron plates, bales of linen, leather, or reams of paper, five feet thick, would protect the boiler and engine against an eighteen pound shot, and without that protection a steamboat is entirely useless in war. The wheels must of course be exposed; but if the naves, which are at present of cast, were made of wrought iron, and the arms of the wheels connected with plates, it would require many shot to disable them. The main shaft would be the only vulnerable part, and if the guards which support it are considerably rounded, or, indeed, made like a cuirass, and covered with plate iron, they would glance off any shot. With these precautions, wheels would be less subject to accidents than either masts or yards. Experience has proved beyond a doubt, that the fittest vessels for sea are those constructed with the wheels buried in the side, as the Irish steamers are. I believe the Salamander is built in this manner; the spencing of the Dee only covers one half the wheels—they are a great deal too wide. She will certainly go the faster in the river Thames (which is the only thing the engineers and builders think of); but in rough weather, such wheels will never be under command of the engines. I am not aware how it is intended to arm our steamboats; I should propose as many heavy guns on pivots as possible; on the upper deck and between decks, two bow-chasers: no arrangement of that nature seems to be intended in those now building. They should be rigged as three masted schooners, with the lower masts in two, having topsails, topgallant sails, and royals, and all the necessary sails for common purposes, which, with the exception of the lower part of the lower masts, could be got down when it was necessary to steam against the wind. I am, &c.

A GREAT ADMIRER OF STEAMBOATS.

STEAM CAR.—Mr. Benjamin Phillips, Architect, of Philadelphia, proposes to construct a Steam Car to travel on rivers at a speed of 20 to 25 miles per hour, to carry one hundred passengers, to draw 15 inches water, to be only one-third the weight of any other ordinary steamboat of the same dimensions now afloat; of far superior strength and safety, constructed on entirely new principles; the whole materials, except the engine and boiler, not to cost above \$1,500, completely furnished and ready for operation by the first day of May next.



[From the London Mechanics' Magazine.]

RUSSELL'S HYDRAULIC PRESS.—We see no reason to doubt that this press of Mr. Russell's is as applicable to the expression of the juice of apples and pears, as to any of the other purposes to which it has been so successfully applied. Neither can we refuse to acknowledge, that it is, in point of simplicity and probable efficiency, superior to any thing of the kind which has yet appeared in our pages. Our Devonshire and Hertfordshire friends must feel obliged to Mr. Russell for making this description of it public. We have seen a sugar apparatus fixed on this plan, in which there are two boxes running alternately on the railway, so that the sugar in one box is submitted to the action of the press, while the contents of the other are removed, and a fresh charge put in, ready to wheel into the press as soon as it is at liberty; by this means nearly double the usual quantity of work is done in the same time.—[Editor Mechanic's Magazine.]

Sir,—Seeing in No. 438 of the Mechanics' Magazine, an engraving and description of an Hydraulic Cider Press, with what appears to me a complex apparatus to work it; and having had longer practical experience in the manufacture of hydraulic presses than I believe any individual in existence, I am induced to send you a drawing of an apparatus of this sort, which I have lately fixed at the Refuge for the Destitute, for the purpose of pressing the rinse water from the linen, woollen, and other articles, washed at that establishment, instead of wringing; and which is, of course, equally applicable in all cases where similar pressure is required.

Fig. 1 is a front elevation of the press, without its railways.

Fig. 2 is a side elevation, with the addition of the railway.

The squeezing box A has a perforated lining and bottom, through which the water passes, and runs off at a spout B at the back of the box. The diameter of the working piston of this press is four inches, that of the injecting pump C is one inch diameter, and the power of this press on the article submitted is upwards of 30 tons. If the piston of the injecting pump were one half an inch in diameter instead of one inch, the power would be increased four-fold, that is, 120 tons pressure on the articles submitted, with the same labour at the pump. When the linen, &c. is sufficiently pressed, that is, almost dry, the pressing box is lowered down, by opening the discharging valve D, on which the water returns back to the cistern E, on which the pump is fixed.—The squeezing box is then drawn out on the railways F, emptied, refilled, and wheeled back for a second charge, and so on. I should have observed, that the mallet G, which is fixed to

the head of the press, enters the box, and is made to fit nearly.

Having made and erected many presses of this description, for expressing the oil from various seeds, the molasses from sugar, &c. their power varying from 500 to 1000 tons pressure, I take leave to ask your opinion whether a press so constructed and shown in the drawing accompanying this communication, is or is not as applicable to pressing apples for cider, pears for perry, or any other fruit, in a superior manner to the methods which have already appeared in the Mechanics' Magazine?

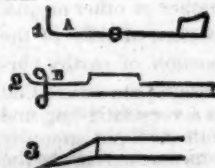
Should you be of opinion that it is superior, you will probably be inclined to give it a place in your truly useful work.

Yours, &c. W. RUSSELL.

[From the Journal of the Franklin Institute.]

Specification of a patent for a mode of detaching horses from a carriage, either when running away, or whenever it may be desirable to effect that object rapidly. Granted to ROBERT BEALE, City of Washington, District of Columbia, May 12, 1832.

Be it known, that I, Robert Beale, of the City of Washington, in the District of Columbia, have made an improvement in carriages, by which the horses may be suddenly disengaged when running away, or whenever required to be detached from the carriage quickly; called the safety carriage; which is described as follows.



The swingletree is attached to the cross bar by an iron fixture called a jointed clasp, formed as in the annexed figure, (see figure 1); the knee

part, marked A, resting against the back of the cross bar. This jointed clasp is held up against the underside of the cross bar by an iron shutter, or hinged clasp, formed thus, (see figure 2,) turning on a joint, or hinge, secured to the underside of the cross bar. To the end of the hinged clasp is attached an iron rod, or bolt, B, with an eye at its end. This rod, or bolt, passes through an opening in the cross bar, and has an iron spring key inserted through the eye, resting on the upper side of the bar, which secures the jointed clasp from dropping; or the rod may be fixed permanently to the cross bar, projecting far enough below it to pass through a slot or mortice in the end of the hinged clasp, with a spring key inserted through the end of the rod, or bolt, to prevent the hinged clasp falling. To the end of the spring key is attached a cord which leads inside of the carriage, where it hangs loosely. Should the horses take fright, and become unmanageable, the cord is then to be pulled suddenly, which will draw the spring

key from the eye of the rod, or bolt, let the hinged clasp fall, and with it the jointed clasp attached to the swingletree, and will disengage the horse from the carriage.

The tugs are open in front, thus, (see fig. 3,) to allow the breeching to slip off freely. This breeching is made from a single strap of leather, with rings sewed to the ends, to hook over the tugs.

The shutter, or hinged clasp, may have its end turned up at right angles, and formed like a catch, or hook, and secured by a spring, fastened to the side of the cross bar, the cords being attached to the end of the spring. The shutter may, indeed, be held up in a great variety of modes, but the before described are sufficient to show the principles of my invention.

When it is desired to retain the swingletree, and let the horse go off with traces only, a hinged clasp must be put on each end of the swingletree, with the jointed clasps secured to the end of the traces, and the cords attached to the spring keys run through pulleys and are joined to the cord which leads inside of the carriage.

In the two-horse carriage, the shutters, on hinged clasps, are hung on the under side of the wheppletree, and the cords attached to the spring keys run along on the top of the wheppletree in a straight line, then pass around pulleys, and are joined to the single cord which leads inside, or outside, of the carriage. The pulleys are to cause the cords to run freely, and to draw the spring keys, or pins, from the eyes of the rods, or bolts, in a straight line.

An iron tube, with a flaunch on one end, is fastened to the end of the pole. Over this is put a thimble, having a ring on each side, to which the breast straps are attached. This thimble slips off the end of the pole, when the horses are disengaged.

The mode of detaching the horses from the two-horse carriage is similar to that described for a single horse carriage.

In a four-horse carriage the leaders are disengaged from the pole in the same manner, by a jointed clasp, hinged clasp, spring key, and cord, as described for a two-horse carriage. The jointed clasp may be held up against the cross bar by a pin inserted through the jointed clasp into the hind part of the cross bar, to which pin the cord is attached.

The jointed clasp may also be secured by a spring fastened on the hind part of the cross bar, the cord being attached to the end of the spring. Springs, or friction levers, are secured to the carriage, brought in contact with the hub in order to decrease the motion of the carriage when the horses are liberated, or before they are liberated.

This invention may be applied to field artillery, and it will enable the men to limber or unlimber the gun in less than half a minute. It

may also be applied to wagons of every description, to ploughs, and harrows, and all kinds of agricultural implements drawn by horses, when required to be taken in haste from the carriage to feed, &c.

A forked piece of iron is suspended over the hound and front axletree to prevent its turning on the body bolt.

What I claim as my invention, and which I wish to secure by *letters patent*, is the before described apparatus for suddenly disengaging horses from carriages.

For a further illustration of my invention I would refer to the models and drawings of the same deposited in the patent office.

ROBERT BEALE.

For the American Railroad Journal and Advocate of Internal Improvements.

Boston, Dec. 17, 1832.

COMMON ROADS.—The remarks regarding drainage in my last, (see No. 50, Railroad Journal,) apply more particularly to a flat country, though the same principle necessarily obtains every where. When the road winds along the side of a hill, and is formed by what is technically termed side-cutting, the water from the upper side will obviously acquire a velocity sufficient to carry it over any ordinary rut, to the centre and opposite side of the road. To obviate this objection, the cross section of such a road has sometimes inclined slightly towards the hill side, with the intention of at the same time retarding and returning the water into the drain always formed, of course, on that side of the road next the hill. I have observed, however, that any inclination which can thus be given, consistent with the safety of carriages, is of little effect. The better way is either to cut small ruts on the face of the hill, and altogether beyond the slope of the road, or to raise a small parapet of earth 8 or 12 inches in height, on the proper side of the ditch; the first when applicable is the better and more general method. Wherever the inclination of the road or any other cause gives an undue velocity to surface water, care must be taken that it find no vent to the body of the metal; it will otherwise, as I have several times observed, in the course of a few hours soften the most perfect road, and besides the inconvenience it occasions, will so effectually cleanse the gravel as to retard very much the after consolidation of that portion of the way. In flat countries there must, of course, as much attention be paid to creating an inclination for the water, as in this case to retarding it.

I perceive that you have lately been embodying the substance of Mr. M'Adam's evidence into your Journal. I was not aware of this when I last wrote, otherwise I should not have troubled you on the subject. As Mr. M'Adam's remarks, however, are very different, and in many cases not immediately applicable here, I do not regret having thus at the risk of some repetition recalled it to your attention.

Having by that rigorous system of drainage which I have endeavored to inculcate, paved the way for further improvements, the surveyor may direct his attention to the formation of the surface of the road. It will always be of great importance that the foundation upon which the material of the road rests, be not below the top or edge of the drains. I advert to the method sometimes pursued of cutting a trough for the material, obviating in some measure the good effects of drainage, and retaining as far as mis-

management can retain, the damp or water which we are seeking to disperse. Where this method is already in existence, frequent ruts from the sides, at right angles with the roadway to the ditches, will in some measure remove the defect, and the attention of the surveyor will be directed, in the after distribution of his materials to a gentle raising of the centre. Generally the roadway at present is clothed with massy stones, and sometimes, as the case may be, pieces of natural rock. The former ought to be removed; the latter leveled, or the surface of the road raised as may be most convenient.

The holes from which these boulders have been taken will be filled with gravel, and a little attention paid to smoothing it until it has become properly consolidated. All stones, large and small, which do not come properly under the denomination of gravel, ought to be removed. This will cause some trouble in the first instance, but a world of relief afterwards. Their very being at present creates ruts where otherwise none would have been found. The height to which they raise the passing wheels gives them an impetus in descending, probably ten times greater than would be the ordinary effect of a carriage running on a smooth road. The materials are thus loosened and disturbed, the body of the road penetrated, and an escape afforded to the clay or earth which may be lying in reserve. I will endeavor, by-and-bye, to form some estimate of such improvements, and I anticipate being able to prove that the expense of the good road will ultimately be less than that of the bad one. Much will depend upon the qualities of the gravel (I am talking of gravel roads at present) which may be used. River gravel, generally speaking, ought to be altogether discarded, and gravel from inland beds to be completely sifted of the earth which accompanies it. It can never be cleared entirely of earth, and when sifted to the greatest advantage there will always remain sufficient to assist in the proper and active binding of the road. The first species of gravel is too clean, the latter too full of earth. The nature of gravel being water-worn and rounded of all asperities, renders a second substance indispensable to its acquiring compactness within a requisite time. The first would consolidate, but not until, in consequence of coarse weather or other means, it had acquired from the bottom or sides of the road the necessary proportion of earthy particles, and having seen it used, I am aware that it may remain for months a very fatiguing and heavy road. Mixing it with a slight quantity of earth might in some measure remedy the defect, but I apprehend the two substances would hardly assimilate so closely as when found so disposed in their natural beds. In sifting gravel, different sized sieves, standing at an inclination of 30 or 40 degrees before the workman, will be found convenient. One for separating all stones, properly so called, from the mass, and another for separating from the gravel so procured, the loose earth: these two objects ought to be strictly enforced. Any slovenness in this respect will be productive, as will be found, of four-fold trouble afterwards. The time spent in this portion of the work must never be grudged, since it will certainly be productive of much more than proportional beneficial effects. The placing of large stones or obstacles of any kind on the body of the road, while the material remains soft, is a clumsy and dangerous expedient when it can be avoided. Raking up the wheel tracks daily would be found much more efficient, and one man or

a neighboring farmer, if he understood his own interest, could manage several miles with ease till it was consolidated, which would obviously occur much sooner by this method than by the other. In the former case the carriages are directed into particular channels; in the present, they have no inducement to press either side.

S. D.

RAILROAD OPERATIONS.—The new Locomotive Engine belonging to the Hudson and Mohawk Railroad Company, and mounted on six wheels, is now running to the entire satisfaction of the company. It came a few days since from the half-way house to the top of the inclined plane in 13 minutes, a distance of nearly seven miles.

Yesterday afternoon about 65 barrels and tierces came across from Saratoga, and reached here in time to be forwarded to New-York the same day.

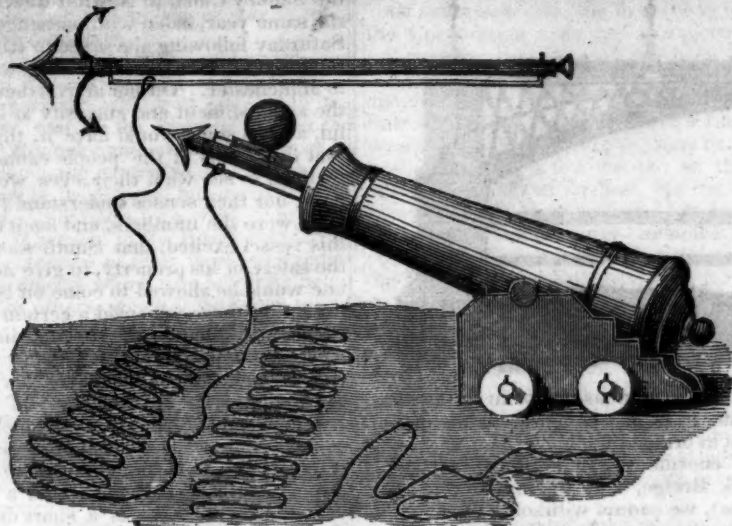
We also learn that some enterprising persons in Saratoga are sending large quantities of hard wood to the city at a good profit to themselves, as well as to the Saratoga and Mohawk Railroad Companies. Two thousand cords are now being delivered upon one contract, and a large quantity is expected during the winter.—[Albany Daily Advertiser.]

[From the London Mechanics' Magazine.]

MR. MURRAY'S INVENTION FOR SAVING FROM SHIPWRECK.—Several ingenious methods have been proposed for effecting a safe communication between stranded ships and the shore. Mr. Trengrove suggested a rocket, Capt. Dansey a kite, and Capt. Manby a shell, for the purpose of carrying out a line to the ship in distress. The plan of Captain Manby was thought so well of at first, that it was honored with a Parliamentary reward, and very great exertions have been made to introduce it into general use. But it has been found attended with so much difficulty, even under the most favorable circumstances, and has in not a few instances failed so decidedly, that it has been only very partially adopted, and has not effected any material diminution in the general loss of life by shipwreck. From the weight of Captain Manby's apparatus, it is not quickly transportable from the few stations which are provided with it, to the immediate scene of danger; and when the rope is projected it too frequently snaps in two. A transport was wrecked only three miles from Mundesley, where there was one of Captain Manby's safety-mortars, but before it could be conveyed to the spot the ship had gone to pieces, and all on board perished. In another case, of a ship wrecked off Whitby in 1820, within 60 yards of the shore, the shot, in the first attempt, fell short; the rope, in the second, broke; and the ship and crew were buried in the breakers. On many parts of the coast there is not even this imperfect apparatus of Captain Manby. So late as December, 1830, one of the most frequented, and, at the same time, most dangerous parts of the British coast—that between Plymouth and the Land's End—was so entirely destitute of every sort of means for saving shipwrecked mariners, that of the passengers and crews of 28 vessels which went on shore in the dreadful storm of that month, only two men and a boy were saved!

Frequent reflection on these distressing facts has led Mr. John Murray (the popular lecturer on chemistry, and the author of many excellent scientific works,) to the invention of the apparatus represented in the prefixed engravings, and described in the pamphlet which we have now before us.* Mr. Murray first tried to project from a common musket an arrow with a line attached to the feather end, but the arrow became reversed in its transit through the air, and the following improved and very ingenious arrangement was therefore adopted:—

* Invention of an Effective and Unfailing Method for forming an Instantaneous Communication with the Shore in Shipwreck; and Illuminating the Scene in the Dark and Tempestuous Night. By John Murray, F. S. A. &c. 30 pp. 8vo. Whittaker & Co.



"The highest figure represents the form of the arrow, as best constructed for the common blunderbuss, and may be propelled immediately from the shore, or carried with the life boat. The butt-end carries a thin metallic shield, or plate, which may be made of copper. The point is sharp and barbed, to fasten where it may strike, or act as a holdfast on the tackling or rigging of the wreck. It is shod with iron, as well to subserve this purpose as to secure its direction, and compete with the resistance it must encounter in a storm. The wood used is hickory, or ash, or, still better, lance-wood, the more cohesive the fibre the better: this is withed in its extreme length with whip thread or line; bands or ribbons of thin metal strengthen the arrow, where the bent extremities of the parallel iron rod pass through, and which last are further secured by a shoulder on one side and a nut on the other. Along this parallel rod glances the iron ring to which the line is attached, the instant it leaves the gun, and a bit of cork, or caoutchouc, toward the end of the arrow, interposed between the rod and the body of the arrow, acting as a recoil spring, will so far subdue the effect of friction.

"The entire weight of the arrow, thus plumbed and shod, is from two to three ounces, 18 inches long, and three quarters of an inch in diameter. These dimensions and weight have been found most efficient and successful when applied to a blunderbuss sixteen inches long in the calibre. The entire weight of the arrow and its appendages, together with the strong whip-cord attached to it, was two pounds and one ounce, and were carried to an extent of nearly one hundred yards by two drachms of gunpowder. The cord was of sufficient strength to pull a rope from the shore large enough to form a communicating medium of escape from the wreck.

"The lowest figure exhibits the arrow applied to a three pounder swivel, the calibre of which, however, though not represented in the plate, it ought nearly to fill. In this case, the arrow and its various adjustments weigh together nearly two pounds; and with three ounces of gunpowder a line of considerable strength and power will be propelled upwards of a hundred and fifty yards. In this instance a machael, or deep sea-line, may be used. The cord is represented as coiled in the form of what is called French faking, and was the plan adopted in all our experiments, while it seems best adapted to preserve the coils from being entangled—a circumstance of the highest importance in experiments of this description. The barb is removed here to render the appearance less complicated.

"The arrangement is supplied with an appendage for illuminating the flight of the arrow and scene of shipwreck. It consists simply of a cylindrical sheath, or socket, containing the materials of illumination, consisting of a mixture of finely powdered chlorate of potassa and

sugar-candy intimately blended together. A spindle supplied externally, with a flat head, enters by its extreme head into a miniature phial supplied with sulphuric acid, sealed with a drop of bees' wax. As soon as the arrow leaves the gun, the reaction of the air on the head of the spindle drives inward the plug of wax and liberates the acid, which instantly kindles the mixture, the brilliant flame immediately fills the globular cage of wire gauze which surmounts it, and the intensity of the light is rendered still more dazzling and splendid by adding a bit of phosphorus to the inflammable powder. This part of the apparatus is made altogether independent of the arrow, and may be easily attached when circumstances require it, as when the darkness of the night renders it imperative.—The combustion which forms the source of the illumination, cannot be quenched either by the sea spray or a deluge of rain, the medium of support being supplied from itself, altogether independent of the external atmosphere, however charged with watery vapour or rain, and the combustion is too fierce to be at all affected by the wind, even at its maximum degree of strength."

The "experiments" alluded to in the preceding extract are detailed more at length in a subsequent part of the pamphlet, and leave no doubt on our minds, that Mr. Murray's apparatus is by far the most efficient that has yet been devised; while, at the same time, it is so cheap and portable, that inclination alone is all that can be wanting to bring it into general use.

RAILROAD INTELLIGENCE.—The steam car South Carolina arrived at half past 7 P. M. on the 15th, from Branchville, (62½ miles,) in 7 h. 15 m., all stoppages included. 18 passengers; cargo, 70 bales of cotton—to sundry factors. Stopped at Summerville 30 minutes, to discharge freight cars.—[Charleston paper.]

EXPERIMENTAL RAIL-ROAD.—The Rail-road Company of this city expect to have their Road between the Capitol Square and the Stone Quarry, completed by New Year's day, (if not prevented by inclement weather,) and a handsome car upon it for the accommodation of such ladies and gentlemen as may desire to take the exercise of a Rail-Road airing.—**RALEIGH, Dec. 28.**

From the American Almanac, for 1833.

MASSACHUSETTS.

BOSTON AND LOWELL RAIL-ROAD, leading from Boston to Lowell, and commencing on the west side of Warren Bridge, is to cross Charles river by a wooden viaduct, and to terminate at the basin of the canal in Lowell, from which there are to be branches along the several canals to the factories. The inclination of the road will in no case exceed 10 feet per mile, and in general will not exceed 5 feet per mile. For the present there will be but a single track, with the necessary number of turn-outs; but provision is made for the construction of another track, if

required. It is to be constructed in the most substantial manner of stone and iron. Company incorporated in 1830. Length about 25 miles. Work now in active progress.

BOSTON AND PROVIDENCE RAIL-ROAD, extending from Boston to Providence, Rhode Island. Distance, 43 miles. Company incorporated in June, 1831, with a capital of \$1,000,000. Route surveyed, and the location for a part of the distance determined.

BOSTON AND WORCESTER RAIL-ROAD is to extend from Boston to Worcester. Length 43 miles. Part of the road is now under contract, and the work was commenced in August, 1832. Estimated expense, \$883,994. But as the contracts for making the road have been more favorable than was anticipated, it is expected that the cost will fall considerably short of the original estimate. Company incorporated in 1831. It is proposed to continue this road to Connecticut river, and to construct a branch to Milbury.

QUINCY RAIL-ROAD.—This was the first work of the kind undertaken in the United States, and was constructed for transporting granite from the quarry in Quincy to Neponset river. Length, 9 miles; single track. Completed in 1827.

BOSTON AND TAUNTON RAIL-ROAD, from Boston to Taunton, Mass. Distance, 32 miles. Company incorporated in June, 1831, with a capital of \$1,000,000. It has been proposed that this company should unite with the Boston and Providence Rail-Road Company, upon condition that a branch road be constructed from Taunton to the Boston and Providence Rail-Road.

The following rail-roads have also been projected, and some of them surveyed. From Boston or Lowell to Brattleborough, Vermont; from Boston to Salem, to be continued to the northern line of the State; from West Stockbridge to the boundary line of the state of New-York, to meet a rail-road from Albany; and from Boston to Ogdenburgh, N. Y.

CANALS.—**MIDDLESEX CANAL,** connecting Boston harbor with Merrimack river at Chelmsford, opens a communication to the central part of New-Hampshire. Length, 27 miles. Breadth at the surface, 30 feet, at bottom, 20; depth of water, 3 feet. Locks, 20; lockage, 136 feet. Company incorporated in 1789; Canal completed in 1808; cost, \$528,000.

BLACKSTONE CANAL, extends from Worcester, Mass. to Providence, R. I. It follows through the greater part of its course, the valley of Blackstone river. Length, 45 miles. Fall from the summit at Worcester to tide water at Providence, 451.61 feet. It has 48 locks, 80 feet long by 10 wide. Breadth at the surface, 34 feet; at the bottom, 18; depth of water, 4 feet. It was completed in 1828. Cost about 600,000 dollars.

PAWTUCKET CANAL, in the town of Lowell, is used not only passing a fall of the same name, but also for supplying very extensive hydraulic works. It is 2 1-2 miles in length, 80 feet wide and 4 deep, overcoming a difference of level of 32 feet.

SOUTH HADLEY CANAL, constructed for passing a fall of 40 feet on Connecticut river in the town of South Hadley, is two miles in length. There is a cut in this canal, in solid rock, 40 feet in depth and 300 in length.

HAMPSHIRE AND HAMPDEN CANAL, is a projected work in continuation of Farmington Canal, from Southwick ponds to Northampton. Distance, 20 miles. Difference of level, 298 feet.

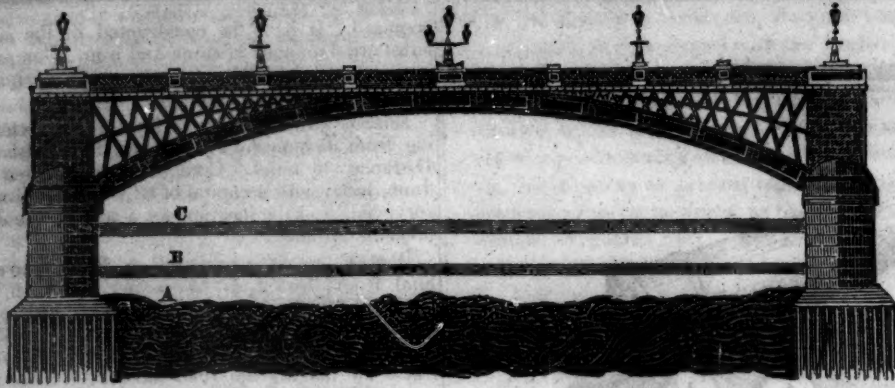
MONTAGUE CANAL, constructed for passing Montague falls, on Connecticut river, in the town of the same name, is 3 miles long, 25 feet wide, and 3 deep. Lockage, 75 feet.

OHIO CANAL.—We learn from the Governor's Message, that the tolls collected on the Ohio Canal amount to

On the Miami Canal, 34,955 85

Making in the aggregate, 111,420 79

The increase from the receipts from the Ohio Canal over last year is \$12,500, and the decrease on the Miami Canal is upwards of \$1000.—[Mechan. & Farmer.]



[From the London Mechanics' Magazine.]

SOUTHWARK IRON BRIDGE. Architect, Rennie. 1814-20.

For several centuries the only direct means of communication from the Borough of Southwark to the city of London, was by passing over London Bridge, the then only bridge across the river Thames. Since the time of Stowe, however, (who mentions that bridge with particular satisfaction,) the rapid extension of the Borough had frequently suggested the great necessity of some more direct means of communication to the heart of the city. But it was to our own times, that the ultimate execution of his design was reserved. The successful projector of the scheme was Mr. John Wyatt, proprietor of the Repertory of Arts. In 1807, that gentleman first turned his attention to the subject, and labored incessantly, and in spite of every obstacle, till the year 1811, when an Act of Parliament was obtained, authorizing the necessary sums to be raised, amounting in the gross to 400,000*l.* in transferable shares of 100*l.* each; and containing permission to raise (by way of mortgage or annuities) the sum of 100,000*l.* should such further sum be required to complete the works with its necessary approaches, and for securing the subscribers against extra calls over and above the amount originally stipulated for.

The Committee of the proposed Bridge consisted of the following gentlemen:—Sir J. Jackson, Bart. chairman; John Allnut, Esq. Chas. Barclay, Esq. M. P. Samuel Davis, Esq. East India Director; Robert Pott, Esq. Henry Perkins, Esq. Charles Price, Esq. George Ranking, Esq. John Ramsbottom, Esq. M. P. Wm. Salte, Esq. William Slade, Esq. John Taylor, Esq. M. P. William Williams, Esq. Banker; and Sir Joseph Yorke, Bart. M. P. Whether any other committee was formed prior to this, I am unable to determine, but the before-mentioned names agree with those given in the "Repertory," as also in the copy of a Prospectus now before me.

Mr. Wyatt, it appears, was at the time personally acquainted with the late John Rennie, Esq. who, at his (Mr. Wyatt's) recommendation, had professional conferences with the Committee of Management on the propriety of erecting the bridge, and the nature of its construction. Mr. Rennie was, of course, satisfied that a bridge was required, and the Committee being satisfied that the care of its execution could not well be placed in abler hands, gave the necessary directions for designs and drawings to be prepared for their inspection. Accordingly Mr. Rennie furnished two designs for the intended bridge; one of stone, to consist of five arches, and one of iron, to consist of three arches, with granite piers. The latter design was preferred and carried into execution. (See above engraving of centre arch.)

The works, however, were not commenced until the year 1814—operations being stayed by parliament till such time as all the shares were disposed of. It must be admitted that this undertaking of Mr. Rennie's was bold and arduous in the extreme. Little is known at present as to the best mode of constructing bridges of iron. The great number of the parts, and the paucity of scantling compared with stone

bridges, and the immense labor in fixing those parts, render it, in many respects, a distinct arrangement in bridge-building. Also, if we consider the enormous spans of the arches of Southwark Bridge, and the number of them (only three), we cannot withhold our commendation from the scientific individual who conceived and carried into execution so bold a project.

The invention of iron bridges is due to British mechanics. It is said that the first bridge of this description was invented by Mr. Thomas Paine, and intended for America as the subjoined list will show. The repeated failures of iron bridges show clearly that experience is still wanting to render them of sufficient permanency.

The following are the most remarkable Bridges of Iron not of the suspension kind:

	Dates.	Architects or Builders.
Southwark, London	1814-20	J. Rennie
Colebrook Dale, over the Severn	1779	Darby
Mr. Paine's bridge, intended for America, but not having money sufficient the arch was taken down by the builders, Messrs. Walker, of Rotherham; part of the materials were employed in building Sunderland and Wearmouth in 1790.	1790	
Over the River Wear	1793.6	Walker Wilson Burdon
Buildwas, (Colebrook Dale Company)	1795.6	Telford
Tame, Herefordshire—when centering was removed (failed)	1795.6	
Parret, at Bridgewater, Dale Company	1796	
Staines (failed twice)	1800	
Tees at Yarm (failed)		
Boston, in Lincolnshire, and two over the New River at Bristol,		

The following account which we copy from the Mechanics' Magazine, of the first attempt to use steam for propelling vessels in England, brings forward a new claimant to the honors of that important discovery. It is an honor well worth contending for—"Honor to whom honor is due," is our motto.

HISTORY OF STEAMBOATS—New Claimant to their Introduction.—Mr. Wm. Bromilow, a correspondent of the Liverpool Chronicle of Saturday last, has brought forward a new claimant to the introduction of steam navigation in the person of a John Smith, late of St. Helen's. Indeed the facts, if authentic, leave no doubt that he has a prior claim to both Bell and Fulton. Mr. Bromilow's statement is as follows:

"The engine in the boat alluded to, and which is generally supposed to be the first invented, was constructed for propelling boats by steam, as before stated, by Smith at St. Helen's, in the year 1793, and her first excursion was down

the Sankey Canal to Newton Races, in June in the same year, laden with passengers. On the Saturday following she sailed to Runcorn, from thence down the Duke of Bridgewater's Canal to Manchester. On her arrival there, such was the astonishment and curiosity at this wonderful, and as some would have it, this mad idea, that thousands of the people came from all directions to see what their eyes would not believe, nor their senses understand; and, indeed, such were the numbers, and such the curiosity this vessel excited, that Smith was obliged for the safety of his property, to give notice that no one would be allowed to come on board of her, excepting those who paid a certain sum. This exasperated the populace to such an extent, that a party of mechanics immediately got possession of, and almost destroyed her. Amongst the visitors was Mr. Sherratt, of the firm of Bateman and Sherratt, of Manchester; also several other respectable engineers of the same place, whom it is unnecessary to name. So far as memory serves me, (after a lapse of 39 years,) the following is a short description of this wonderful discovery; but having made no memorandums of the circumstance at the time, and, I may say, being then young, and to a certain extent, like the rest of my friends, incredulous, I never anticipated what is almost to every one in the present day so common. The vessel had on her an engine on the old atmospheric principle, was worked with a beam, connecting-rod, double crank, in an horizontal line, and with seven paddles on each side, which propelled her at the rate of about two miles an hour. John Smith was a rude, uncultivated, self-taught mechanic, and was supported with money by a Mr. Baldwin, at that time of St. Helen's, and was the first aeronaut who ever ascended in a balloon, either in this or the adjoining counties. Perhaps, I may observe, that the vessel or boat was purchased at Liverpool, and on Smith's informing the parties from whom he bought it what his intentions were, he was treated as some insane person; he was laughed at by one, insulted by another, and pitied generally; but, having money with him, he was allowed to purchase her. On being questioned and laughed at by a merchant at the time the purchase was made, he replied, "those may laugh who will, but my opinion is, before twenty years are over, you will see this river (Mersey) covered with smoke."

"I feel pleasure in giving you these particulars, and the substance of the remarks I can vouch for as being correct, having been an eyewitness to most of them, and one of the party who took his first excursion."

[From the Petersburg, Va. Intelligencer.]

PETERSBURG RAILROAD.

It is with high gratification we present our readers with the following Report, made by the Principal Engineer to the Second Auditor of the State, and published by order of the Board of Directors of the Petersburg Railroad Company: In doing which we have the further satisfaction to mention, that on Saturday last, payment in full was made for every share of stock held by individuals—so that the last moiety of the Commonwealth's subscription is now demandable, and will no doubt be promptly paid.

PETERSBURG, Dec. 6th, 1832.

JAS. BROWN, Jr. Esq., 2d Auditor.

Sir: I am requested by the President and Directors of the Petersburg Railroad Company to communicate to you, for the information of the Board of Public Works, an account of the condition and cost, and my impressions of the prospects of the work committed to my charge.

Its objects, as the Board are no doubt apprized, were to connect the Roanoke River, at a point where there must be necessarily a transshipment of produce from one description of boats to another, with the town of Petersburg, to accommodate much better and of course to command the trade of the upper-Roanoke, and to afford to a part of the lower-Roanoke country, and a large part of the interior of North

Carolina, a readier and a cheaper way to market than they now have.

A careful examination of the subject satisfied the Board of Directors that an improvement of a superior character was well justified by the ends in view, and on the other hand, that the trade of the Roanoke and of the districts of N. Carolina, which the contemplated railway was to reach, would be diverted but partially from its accustomed channels by a work of an inferior order. It seemed to the Board also advisable in the execution of their work, to attempt not only the objects which first led to its being projected, but others, which it was seen might be subsidiary to the end of making it a profitable investment to stockholders. By adapting the plan and profile of the railroad to the use of Locomotive Power, it was evident that not only a much more perfect accommodation would be afforded to trade and to passengers, but that an important facility would be given to the Post Office Department in the transmission of its mails, for which it was presumed the government would be willing to award a liberal and adequate remuneration.

With these objects in view, a Railroad was located between the town of Petersburg and a point on the Roanoke, one and a half miles below its Falls, unsurpassed, and it is believed unequalled in directness, in freedom from curvature and beauty of graduation by any similar work of the same extent. Its whole length from the Depot in Petersburg to that on the Roanoke is but fifty-nine miles, or three and one-eighth miles more than a straight line between these would be; most of its curves are arcs of circles of from two to nine miles in diameter, and its graduation in no place (after leaving the town of Petersburg) exceeds a rise or fall of thirty feet per mile.

It would have been a subject of gratification to the Board of Directors and their officers, if the construction of their work could have corresponded in all respects with the excellent location which was obtained for it. It was evident, however, that the resources of the company would not be adequate to a work of the most permanent character *throughout*; and it became, therefore, a subject of high consideration in what respects retrenchment could be made without impairing its usefulness and value.

The conclusion arrived at, was to execute the railroad on the plan contemplated by the undersigned, on the 8th of April, 1830, to the Common Council of Petersburg. The graduation of the road and the masonry of the bridges, culverts, and other constructions, being on the most permanent plan, whilst a superstructure of a more economical character, it was thought might be admitted in place of the stone and iron superstructure, generally adopted in England and on some few of the railroads of this country.

It is doubtful whether, if the funds of the company had been more ample, good judgment would have dictated a different course from that which was determined on. Temporary constructions are undoubtedly in most cases to be avoided on public works.—If however they are in any case admissible, they would seem to be so in the superstructure of a rail-road. In the present instance, a track of wood and iron, of a highly substantial character, (heart yellow pine rails 5x9, plated with iron half inch thick by 2 inches wide, secured in White Oak sills 12 inches in diameter,) will have been laid at a cost less by two thirds, than would have been necessary to lay down iron rails on stone blocks. Its average duration will be about ten years, and before it decays, it may be made use of to put in place the materials, and thereby defray a large portion of the cost, of a more permanent construction.

CONDITION AND COST OF THE WORK.

At this time four fifths of the labour of grading and bridging on the Petersburg Railroad may be considered as effected, and the remainder, if the winter should be favourable, may be expected to be finished by the first of June next.

Of superstructure, the first thirty miles from the Corporation Line are completed, and the rail-road for that distance has been in use for the last six or eight weeks. The remaining distance to the Meherrin and the portion of the railroad within the Corporation Line, (if the weather should be favorable) may be completed in the course of a few weeks; so that by the first of February at farthest, the company may expect to open their rail-road between Petersburg and Hicksford, (forty-one miles,) for transportation. The remaining distance between the Meherrin, and Roanoke, is so far advanced as to leave little doubt of its completion within less than twelve months of this time; and that the whole line of rail-road, if no untoward circumstance should occur, may be opened to the Roanoke in the month of November next. By that time the necessary depots and warehouses for the accommodation of the trade will have been constructed, the engines and cars requisite procured, and all other arrangements for transportation made.

The cost of the rail-road, so far as it has been completed, has been entirely within the original estimate, and on those parts which are yet to be completed there will, with one exception, be no material variation. On the portion within the Corporation of Petersburg, the amount assessed against the Company for damages has been greater than was anticipated, and an extra expenditure of about 12 thousand dollars will be incurred in order to avoid an inclined plane at the termination of the rail-road, which had been at first contemplated. On the other items of expense yet to be incurred, there will as often be a reduction as an increase on the prices allowed in the estimate, and the whole work will at any rate be executed for the sum contemplated (\$400,000) at the period of its commencement.

An increase of capital or a loan of money, will however be requisite in order to procure the necessary locomotive engines, cars and carriages, for the purposes of transportation, and to give to the trade of the road a sufficiently extensive accommodation in the way of warehouses and depots. The extent to which this will be requisite will depend on the views of the Board of Directors and of the Stockholders, and on circumstances yet to be ascertained. It will be important that the Company should be in these respects adequately and amply provided; and particularly so in the event of the transportation of the mail being effected by it.

PROSPECTS OF THE COMPANY.

It has seldom occurred in Virginia, that the results of a work have equalled the expectations of its projectors. It is confidently believed that the Petersburg Rail Road will form an exception to the rule.

The easy curvatures and gentle graduation of the road have been before alluded to. These and a careful execution will give to the power employed on it a large, useful effect, and enable locomotive engines to attain the highest desirable velocity with entire safety. It has been mentioned above, that one half of the rail-road was opened for transportation in the month of October. Since then a light engine weighing but little upwards of four tons, has been engaged in nearly daily trips on this distance; transporting from 18 to 20 tons net, or from 30 to 33 tons gross, in an average period of 2½ hours. So far the whole cost of her repairs has not been five dollars, and the fuel consumed by her, has been but about half a cord of wood per day.

It is agreed, that the above is an unusual case, and that the performance of their engines, generally, will scarcely be equal to that of the beautiful locomotive with which the Board of Directors have commenced their transportation. Still, with large deductions and allowances, the saving in the cost of transportation as well as in time by their improvement, and its efficiency when it meets the Roanoke, can scarcely be questioned.

I must leave to others, more conversant than myself with the trade of the Roanoke, and with

that of Petersburg beyond this stream, to estimate its amount and probable increase on the completion of the Rail Road. On that subject, the information in my possession is scarcely definite enough to admit of my hazarding an opinion. If it is such as it has been confidently stated to be, there can scarcely be a doubt of the productiveness of the Railroad, within a very brief period.

I am, sir, very respectfully, your obed't servant,
M. ROBINSON, Engineer.

AGRICULTURE, &c.

[From the New-England Farmer.]

AGRICULTURAL ESSAYS, No. VII.

KEEPING A DAY BOOK.—Both merchants and mechanics are greatly indebted to their books of accounts, for information and success in the several branches of their business, by regular and correct entries. The transaction of every day should be correctly noted. The time when you plough, sow, plant, mow, pull flax, cut fuel, gather corn, potatoes, &c. and the quantity and quality of manure laid on each field, should be carefully noticed. You will then know the season when labor must be done the next year, in those fields, and the kinds and proportions of manure required to dress them. Farmers should weigh all their pork, beef, butter and cheese; and measure all their grain, corn, potatoes, &c. and indeed, every article they lay up for winter; and also the time when they kill their creatures and the food on which they were fattened. This will show the quantity they consume, what, and how much of each article, and how much they may have to dispose of. Days on which they hire laborers; the labor performed on those days, and the price paid for that labor should be entered. This will show what time and labor must be performed the next year, the price of it, and the money which may be wanted to carry on the business of the farm.—Every farmer should mark the day on which his cows, mares, &c. associate with the males of their several kinds; he will then be able to provide proper room, &c. for the reception of their young, and to attend to their keeping in due season, and which ought to be a little better than common, at those periods. For want of this attention, multitudes of calves, lambs, pigs, &c. are annually lost. The ages of lambs, calves, colts, &c. should be carefully noted, and the weight of them when killed, as this will point out those ewes, cows, &c. which are best for breeders; which is a very material branch of knowledge, in regard to the growth and value of a stock of cattle. In short, the Farmer should note the business of every day, how and where he past it, and what the weather was; and he should not forget, that so much of the goodness of his crops depends upon early and seasonable cultivation that he had better give any price for labor than be belated; more depends on this than farmers in general seem to be sensible of. Flax, sowed early will have a better coat, and more seed, than when sowed late. Barley sowed early will not be liable to blast and mildew; and Indian corn planted and hoed in good season, will not be so liable to suffer from drought, and from frosts, and will be fuller and heavier, than when planted late, poorly ploughed, and indifferently hoed. Grass land on which manure is spread early, will yield a much better crop, than if spread late, and one load of grass cut when ripe, and before it withers and turns white in the field, will be of more value than two loads of the same kind cut after it is ripe, dried away and weather-beaten: it has lost its juices in this state, which is all that is valuable. Our summers are so short, that every possible advantage should be taken for early cultivation: for negligence and inattention in the spring will certainly be followed by cold and hunger in the following winter.

But to return. A Farmer should keep a careful entry of all his fodder; the quantity and quality of each kind—for he may wish to purchase and winter a cow or two extraordinary;

and an account of the manure made by his swine, by scraping of the roads, his yards, by mud, barn dung, &c., for this will show him at once how much land to break up, and the strength he will have for next year's cultivation: if he neglects this branch of good husbandry, he cannot expect to form a just estimate either of the labor or profits of the next year. To avail himself of the advantages which stand connected with his situation and farm, he must attend to these things, many of which may appear of little or of no consequence in the eyes of the mass of farmers; but they certainly deserve their very serious attention. Laborers, unless upon some urgent occasions, should never be hired by the month, nor even for a single day, in the winter season, when the days are short, cold and stormy, and when an industrious man can hardly earn his living. The quantity of pork, beef, cider, and other provisions expended, in other words almost thrown away, by this imprudent practice, will certainly be missed, and severely felt in the following spring and summer, unless an additional stock of each be laid up to support it in the fall proceeding. The farmer may hire labor in the spring, to get a good crop in due season: in the summer, to secure his grass; and in the fall of the year, to gather in his harvest; but not in the winter, when nothing can be raised, either for the use of man or beast.

And here I observe, that every Farmer should endeavor to cultivate and take care of his own lands; and not let the profits of them depend on hirelings more than he cannot possibly avoid. And he should never work within doors, while anything can be done to advantage without; nor set himself or his laborers to that work in fair, which can be done in foul weather.

On the Management of Pear and Apple Trees, and Keeping Fruit in Winter. By Wm. GRAY. From Transactions of the Horticultural Society in Durham, &c.

In winter pruning I cut all the long weak spurs, leaving the strong faithful buds in a regular manner. When my trees are in flower in the spring, and a frosty night happens, I wash the blow next morning, before sun-rise, with cold water, throwing the water gently on the flower with the squirt, which washes the frost rind off, and keeps the flower from being hurt.

When the fruit gets the size of a pigeon's egg, I thin them to two on each spur; by doing so I seldom have any that drop off, and those left on get larger. The superabundant wood that the trees make in summer, I shorten back to three eyes in the end of June, by which means the sap flows to the fruit and spurs for the next season; when these three eyes have grown a few joints, I stop them again, and when done growing I cut them close out, that the spurs for next season may get the free sun and air. I see some who let this superabundant wood grow on their trees until August, and the sap of the tree flowing to these useless shoots causes the fruit to be small, and weakens the buds for next season.

When I observe the fruit on the trees to change from the dark green to a clear blush, I take them carefully from the tree, and lay a bass mat on the ground, and spread the fruit thereon. I let them remain in the sun about three days, which takes that moisture out of them that causes them to sweat, and they will keep longer when treated in this manner than when taken from the tree and immediately stored. When stored I find straw the best thing to lay them in.

ON THE SELECTION OF SEEDS.—There are but few farmers who do not readily admit the importance of selecting the very best varieties of seeds, which he intends to plant or sow; still, there are but very few who give it the necessary attention. There are many sorts of seeds which do not require so much nicety in their selection as others; but, still there are none but should receive their due portion of attention—and no variety but will amply reward for the labor bestowed, both in the quality and quantity of the returns. The superiority of which, from this

cause, in many instances is truly astonishing. In the Quarterly Journal of Agriculture, published in Edinburgh, a Mr. Sherreff mentions that the variety of Swedish turnip cultivated in East Lothian had, by judicious selection of the roots from which seed was to be saved, been improved in nutritious value upwards of 300 per cent. and he adds—"The difference of produce arising from sowing the seeds of a good and a bad variety of a plant is so great, that it does not seem inconsistent with probability to state that the gross agricultural produce of the country might be augmented in the course of a few years, through the agency of improved seeds, to the amount of 7 per cent.; and as the farmer's home consumption of produce, by such means would be increased nearly 10 per cent. what an enormous fund this forms for maintaining the un-agricultural part of the population, and augmenting the income of landholders."—[Gen. Farmer.]

WHEAT.—The Richmond Whig says, one hundred thousand bushels of wheat have been already ground this season, at Chevallie's (Gallego's) Mills. This is more than any other mill here or elsewhere has ever done by the 8th of December.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 5, 1833.

NEW-YORK PATENT GUARD RAIL.—We have seen within a day or two, a newly invented iron edge rail, for Railroads, by a gentleman of this city, which, we have little doubt, will be found of great utility. Its peculiar advantages, as set forth by the Patentee, are, first, its great strength in proportion to the material used—2d, its economy, not only in its own cost, but also in the cost of sleepers, or supports, upon which the rail rests—one third, or one half of them being dispensed with,—and 3d, its safety if a rail is broken, which sometimes occurs by a blow or other accident—as even when broken it may still be used until another can be inserted. Two rails, made upon this plan, were placed on sleepers or bearings eight feet from centre to centre, and sustained ten tons weight without injury.

It has been examined by several eminent Engineers and scientific gentlemen, who, we are informed, consider it a very valuable improvement, and if we may be allowed, with our limited acquaintance with such matters, to express an opinion, it would accord entirely with those already expressed by gentlemen every way competent to decide. We are promised a more particular description, with a drawing of it, which we shall lay before our readers at the earliest period possible.

We understand that two distinguished engineers and *practical* Railroad builders, who have been for several years constantly engaged on one of the most extensive railroads in this country, are now disengaged. Their services would be exceedingly valuable to Railroad Companies about to commence operations. We shall with pleasure give such information as we are in possession of, if applied to upon the subject.

The London Mechanics' Magazine for October has just come to hand. It contains several highly interesting articles, amongst them is an engraving and account of BRAITHWAIT'S Steam fire engine, the COMET, made expressly for the King of Prussia. We shall endeavour to give it with the engraving in our next, with others of interest.

We owe an apology to V. D. G. for the delay of his first communication. It was delayed first by other matter previously in hand, and then by the omission to publish the Journal on the last Saturday in December, in consequence of there having been two numbers issued in one week at the commencement of the year. His second of the 18th of December, is at hand, for which he will please accept our thanks. His communications will find a ready admission into the Journal.

The communications of PUBLICOLA are received, and they will have an early insertion.

☞ This being the *first* number of a *new* volume, and very much improved in its appearance, it will be sent to all who have heretofore been subscribers to it, that they may see it in its new dress. And it is the *particular* desire of the editor that those who wish to continue it, and have not already done so, will acknowledge its receipt by forwarding us *three dollars* FREE OF POSTAGE, that we may, as soon as possible, know whether to keep up its present appearance, or to make it as heretofore, a Railroad Journal and Advocate of Internal Improvements only.

* * Those who do not wish to continue it will please to *return* this number to us, under a good envelope, as we wish to preserve every number.

☞ This number will be sent to the members of Congress and of the Legislatures of the different states now in session, who are respectfully solicited to become subscribers themselves, and then to forward this number to such of their friends as they think may also be induced to patronize the work. Each subscriber will receive from the first number of *this* volume, and also the *first* volume, either in sheets or bound, if he desires.

☞ To our friends of the PRESS we would tender our thanks for their liberality towards the Journal. It was altogether unexpected, and therefore the more gratifying.

Of those with whom we *exchange*, we would ask the insertion of our list of contents, as our only object in exchanging at all is to circulate as widely as possible such information as may tend to the general improvement of our country, and in some small degree to reciprocate the favors received from the corps editorial, and not for papers in return, as we have the use of over one hundred and fifty different papers weekly, from all parts of the country—besides those received in exchange for the Journal.

To the Editor of the Rail Road Journal:

DEAR SIR—I send you a meteorological journal kept in this city, for the week ending on the 31st of December, which, if you should think worthy of insertion, will probably be continued from time to time, with as much regularity as my avocations will allow.

It may be proper to remark that a leading object of this record is to assist in furnishing the means for tracing geographically, and in the order of time, the principal phenomena and changes of our climate. Investigations in the department of physical meteorology, it is believed, would be greatly aided by records of this kind, obtained from different parts of the United States and the neighboring countries.

To promote this object an entry is made every four hours from 6 A. M. to 10 P. M., and the intermediate changes of the wind or weather are also noticed. The

strength or velocity of the wind is denoted by the use of the following terms, expressing the different degrees of intensity in their order, viz:—faint, light, moderate, fresh, strong, gale, strong gale, heavy gale, hurricane. But as the direction of the atmospheric currents in the region of the clouds affords far more satisfactory evidence of the general course and character of the principal movements of the atmosphere than is obtained from the direction of the wind at the earth's surface, the course of the clouds, when observed, is noted in a separate column. If the movements of two strata are observed at the same time, a line is drawn, and the point of compass from which the upper stratum proceeds, is marked above it—that of the lower stratum being placed below. The direction of the lowest stratum of clouds is also placed below a line, when from the existing or previous appearances, there is good reason to infer that the higher clouds are wafted by a different current. Changes which occur during the four hours, are marked by an intervening dash —; and observations made at the regular period, but showing no change in the results, are denoted by double commas or periods. The scale of

the barometer has been carefully adjusted by a common standard, but may possibly exceed the true height. Its position is about twelve feet above the ordinary tide level.—The thermometer is placed in the open air, but in a sheltered position, and probably does not fully indicate the greatest extremes of temperature.

N. B.—In 136 periods of observation in the month of December, the winds have prevailed from north to east, including north, during 38 1-2;—from the east and thence to south during 18;—from the south and round to west 37 1-2;—from the west and thence to north, 42. Of 93 periods in which the course of the clouds has been noted in the month, the upper movement observed has been from the north, and including the quarter of the compass to east, 5;—from the east and thence to south 5;—from the south to west 45;—from the west to north 37.

Thirteen observations of the clouds made while the thermometer was below the freezing point, resulted as follows: from east to south 1;—from south to west 6;—from west to north 6. Barometer highest on the 30th, 30.67—lowest on the 18th, 29.17. Range 1 1-2 inches.

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, DECEMBER 31, 1832.

Date.	Hours.	Barometer.	Thermometer.	Winds.	Strength of wind.	Clouds from what direction.	Weather and Remarks.
December 25	6 a. m.	30.14	34	WSW	moderate		cloudy
	10	.14	35	"	" —light	WNW	" —fair, with light clouds
	2 p. m.	.14	41	NNE—N	faint—light	WSW	fair
	6	.16	39	NNE	light	WSW	"
" 26	6 a. m.	.21	35	calm	"	WSW	clear
	10	.28	32	NE	"	WSW	fair—cloudy
	10	.34	34	NE—NNE	"	"	cloudy—sleet at 11.20—snow at 12
	2 p. m.	.28	36	ENE	moderate	E by N	rainy—lowest scuds from E by N
	6	.22	35	"	"	"	rain
	10	.17	34	"	"	"	"
" 27	6 a. m.	29.84	39	ENE	light	WSW	cloudy and foggy
	10	.87	40	variable	faint	sw by w	" at 11, wind NW—at 12 NE, and [barom. 29.75]
	2 p. m.	.75	41	WSW & WNW	light—mod.	w by N	" —fair
	6	.80	41	WSW	fresh	"	fair
	10	.86	38	"	"	"	"
" 28	6 a. m.	.97	35	"	"	NW	" —scuds from NW
	10	30.04	38	WNW—NW	"	"	"
	2 p. m.	.06	40	NW—N by W	"	"	"
	6	.15	38	North-westly	moderate	"	clear
	10	.18	34	"	light	"	"
" 29	6 a. m.	.13	32	NNE	"	"	cloudy—light snow at 8
	10	.20	32	NNE—N	moderate	WNW	cloudy—fair—clouds at 12 { WNW
	2 p. m.	.23	33	N—NNE	fresh	NE	fair—scuds from N by W { N
	6	.40	29	NNE	"	WNW	"
	10	.48	27	"	moderate	N by W	"
" 30	6 a. m.	.65	24	"	light	"	" —at 9 thin smoky scud from ESE
	10	.67	26	ESE—E—SSE	"	NW	"
	2 p. m.	.62	33	SSE & SE	moderate	"	"
	6	.60	33	"	"	WSW	" —clouds at 9 from WSW
	10	.60	34	"	"	"	hazy—fair
" 31	6 a. m.	.54	34	SSW to W	" —light	SW	cloudy
	10	.53	36	WSW	light	"	"
	2 p. m.	.41	42	WSW—NE	faint	"	" —fair
	6	.38	41	calm—SW	"	"	fair—cloudy
	10	.31	42	SW	moderate	SSW	cloudy

[COMMUNICATED FOR THE NEW-YORK AMERICAN.]

METEOROLOGICAL RECORD.

DATE.	Thermometer.		Barometer.		WINDS.	WEATHER.
	Highest.	Lowest.	Highest.	Lowest.		
DECEMBER . . 1	49	29	30.11	29.45	NW	Rain early—cloudy, high wind—clear at night.
2	34	27	30.24	30.05	N—ENE	Clear morning—overcast at noon—snow at night.
3	46	37	29.88	29.32	NE—NW	Rain.
4	43	38	30.01	29.64	N—NW	Cloudy day—clear night.
5	41	33	30.47	30.31	NE—NW—ENE	Clear morning—cloudy afternoon and night.
6	43	32	30.46	30.37	SW—W	Fair.
7	46	38	30.47	30.23	NE—SW	Cloudy—rain at night.
8	50	43	30.05	29.70	SW	Heavy rain.
9	61	44	29.84	29.35	SE—NW	Misty morning—rain at noon—clear at 4, p. m.
10	46	41	30.16	30.06	SSW	Clear.
11	46	39	30.16	29.80	Calm—Ely	Fair morning—overcast at 2, p. m.—rain at 8, p. m.
12	48	39	29.99	29.50	SSW—NNE	Rain during the day—clear at night.
13	41	37	30.12	30.10	E—ESE	Cloudy—rain at 2, p. m.
14	45	47	30.08	29.94	SSW	Cloudy.
15	35	36	29.70	29.65	NE—NNE	Heavy rain.

METEOROLOGICAL TABLE.

CHARLESTON, S. C.

MONTREAL, L. C.

	Thermometer.					Wind.	Weather.	Therm.					Barom.	Weath.
	7 A. M.	9 P. M.	11 P. M.	1 P. M.	3 P. M.			7 A. M.	9 P. M.	11 P. M.	1 P. M.	3 P. M.		
Oct...	1	61	68	64	61	NW	Cy	51	61	59	50	50	30.80	R
	2	52	63	60	60	NW	Cy	49	58	55	50	50	30.76	R
	3	56	69	64	64	SW	Cl	46	58	56	51	50	30.85	R
	4	60	69	66	66	SW	Cl	50	59	57	52	52	30.72	R
	5	65	70	68	68	E	Cy	51	60	58	53	53	30.00	Fr
	6	67	71	71	71	N	Cy	52	66	60	56	56	30.06	Fr
	7	68	74	78	78	E	Cl	52	68	60	56	56	30.09	Fr
	8	68	74	78	78	SE	Cl	46	68	60	56	56	30.23	Fr
	9	73	76	74	74	SE	Cy	44	61	50	49	50	30.37	Fr
	10	73	79	76	76	SE	Cy	47	59	50	49	50	30.54	Fr
	11	74	81	77	77	SE	Cl	56	60	50	49	50	30.74	Fr
	12	74	80	77	77	SE	Cy	47	66	59	50	50	30.07	Fr
	13	74	79	76	76	SE	R	43	62	50	49	50	30.16	Fr
	14	74	79	76	76	NE	R	43	53	50	49	50	30.52	Fr
	15	64	67	66	66	NE	Cl	32	49	50	49	50	30.44	Fr
	16	62	64	66	66	NE	Cl	38	60	50	49	50	30.25	Fr
	17	65	72	69	69	NE	Cl	47	60	59	50	50	30.06	Fr
	18	68	73	70	70	N	Dz	60	60	59	50	50	30.19	Fr
	19	68	73	72	72	NE	Cl	38	56	50	50	50	30.12	Fr
	20	71	74	72	72	NE	R	66	66	50	50	50	30.16	Fr
	21	72	75	74	74	E	Cy	43	57	50	50	50	30.37	Fr
	22	74	77	75	75	E	R	35	52	50	50	50	30.36	Fr
	23	70	71	68	68	N	R	45	49	50	50	50	30.01	R
	24	62	64	66	66	N	Fr	35	60	59	50	50	30.03	Fr
	25	61	63	61	61	N	Fr	35	40	50	50	50	30.31	Fr
	26	63	61	56	56	NE	Fr	33	40	50	50	50	30.49	Fr
	27	63	64	58	58	E	Fr	39	50	50	50	50	30.30	Fr
	28	62	63	58	58	N	Fr	33	50	50	50	50	30.43	Fr
	29	63	68	62	62	NE	Cy	27	46	50	50	50	30.48	Fr
	30	61	61	58	58	NE	Cy	31	54	50	50	50	30.31	Fr
	31	60	63	63	63	SW	Dz	52	55	50	50	50	30.57	Fr
Nov...	1	65	65	65	65	E	Fr	46	44	50	50	50	30.18	Fr
	2	67	69	67	67	E	Fr	36	46	50	50	50	30.29	Fr
	3	71	71	65	65	E	Fr	40	47	50	50	50	30.19	Fr
	4	67	74	71	71	SE	Fr	41	46	50	50	50	30.39	Fr
	5	68	76	73	73	S	Cy	30	37	50	50	50	30.97	Fr
	6	70	73	70	70	SW	Cy	38	31	50	50	50	30.93	Fr
	7	70	77	70	70	NW	Cy	31	31	50	50	50	30.18	Fr
	8	64	65	60	60	NW	Cy	31	31	50	50	50	30.18	Fr
	9	61	62	57	57	N	Fr	30	36	50	50	50	30.78	Fr
	10	63	67	60	60	N	Fr	35	32	50	50	50	30.66	Fr
	11	61	62	59	59	S	Fr	32	43	50	50	50	30.60	Fr
	12	63	67	60	60	S	Fr	31	45	50	50	50	30.60	Fr
	13	64	67	67	67	SW	Fr	35	48	50	50	50	30.93	Fr
	14	63	61	57	57	NW	Cy	22	22	50	50	50	30.83	Fr
	15	61	60	53	53	N	Cy	12	18	50	50	50	30.18	Fr
	16	50	55	54	54	NE	R	21	36	50	50	50	30.26	Fr
	17	59	60	57	57	S	Cy	22	45	50	50	50	30.38	Fr
	18	56	57	54	54	W	Cy	23	49	50	50	50	30.50	Fr
	19	62	65	68	68	SW	Cy	31	36	50	50	50	30.63	Fr
	20	62	62	59	59	N	Fr	34	26	50	50	50	30.65	Fr
	21	63	65	62	62	N	Fr	19	29	50	50	50	30.45	Fr
	22	66	68	64	64	NW	Cy	22	30	50	50	50	30.54	Fr
	23	65	66	67	67	W	Fr	29	31	50	50	50	30.71	Fr
	24	66	66	64	64	N	Fr	20	28	50	50	50	30.65	Fr
	25	67	67	60	60	SE	Fr	32	32	50	50	50	30.12	Fr
	26	67	67	60	60	NE	Fr	32	36	50	50	50	30.95	Fr
	27	64	63	60	60	SE	Fr	31	32	50	50	50	30.99	Fr
	28	67	66	60	60	E	Fr	29	38	50	50	50	30.90	Fr
	29	62	62	62	62	E	Fr	19	21	50	50	50	30.18	Fr
	30	66	66	61	61	W	Fr	16	19	50	50	50	30.90	Fr

SUMMARY.

Murder.—Considerable excitement prevailed on Thursday in the lower part of the city, in consequence of its becoming known that a man had been found murdered on board the schooner Andrew Jackson, commanded by Capt. Avery, lying at the pier No 13, in the Egar River.

Between nine and ten o'clock in the morning, an individual having occasion to go on board the above vessel, perceived lying at the foot of the Cabin stairs the body of a man dead, bearing the marks of having been inhumanly murdered. It appeared that it was the corpse of the chief mate, Arthur Miller, a young man, a native of London, of the age of about 22 years and of extremely steady and temperate habits. He was in the habit of sleeping on board the vessel for the purpose of preventing depredations being committed on it, and had been seen about nine o'clock the preceding evening in Water street, when it is supposed he was going to the vessel.

His body presented a most horrid spectacle. He had been stabbed in the ear with a dirk or knife; the lower jaw was severed from the face with an axe, deep gashes covered the face and head, in short, the whole presented a scene of blood almost indescribable.

A chest in the cabin had been broken open and a new blue cloth coat and pantaloons taken out.—The axe with which some of the blows, no doubt had been inflicted, was placed standing up in a corner.

A Coroner's jury sat on the body during the day, and the police were actively engaged in endeavoring to discover the perpetrators of this barbarous murder, but at a late hour last night, no clue had been found by which the assassin could be traced.

It is supposed that the unfortunate man, on going on board his vessel, found some one in the cabin robbing it, as he was not undressed, and had but one sleeve of his jacket off; that he grappled with him, and that he was a powerful man, a desperate struggle ensued, in which his pantaloons, vest and shirt were torn in tatters.—[Courier and Enquirer.]

COMMERCE OF N.Y.—We are indebted to Captain Schofield, of the U.S. Revenue Barge Office, for the following list of arrivals at this port, from foreign ports, for the year ending last evening. There have arrived at this port, from the 1st of January 1832 to the 1st of January 1833, 1810 vessels from foreign ports, of which 1290 were Americans, viz. 375 ships, 609 brigs, 281 schooners, 21 barques and 4 sloops—369 British, viz. 38 ships, 44 barques, 183 brigs, 102 schooners and 3 sloops—French, 8 ships, 3 barques, 31 brigs—Spanish, 1 ship, 14 brigs, 4 schooners—Dutch, Hamburg and Bremen, 12 ships, 15 brigs, 3 barques, 2 galliots—Swedish, 5 ships, 4 barques, 12 brigs, 4 schooners—Danish, 4 ships, 7 brigs—Portuguese, 1 schooner—Brazilian, 1 schooner—Austrian, 6 brigs—Colombian, 2 schooners—Italian, 3 brigs—Russian, 1 ship, 1 brig—Mexican, 1 brig—Haytian, 3 brigs, 1 schooner. Bringing 48,588 passengers: 1425 arrived in January, 770 in February, 1438 in March, 3087 in April, 5856 in May, 8108 in June, 6969 in July, 6985 in August, 3950 in September, 3685 in October, 5201 in November, 1115 in December.

Colonization Affairs.—A meeting of the people of color was held in the Methodist Episcopal Church, on Monday last, to hear the Report of Gloster Simpson and Archy Moore, who, our readers may recollect were deputed by the people of color, to ascertain the state of things at the colony, on the coast of Africa. The report was listened to with attention, and we have no doubt, will have great influence in promoting the objects of the colony.—[Natchez (Miss.) Journal, Nov. 30th.]

During the past five years the number of emigrants arrived in Quebec has amounted to 156,000—equal to three-fourths of the population of the city of New York.

As an evidence of the extent and importance of our trade to Peru, it is stated that during one year, next proceeding August last, seventy-two American whale ships of nearly 25,000 tons burthen visited the little port of Payta alone.

The following is the amount of duties paid by the different Auctioneers of Philadelphia, during the last quarter:—Thomas, Gill & Co. \$6034 72; R. F. Allen & Co. 7935 21; Graham & Mandeville, 4334 02; Lippincott, Richards & Co. 2044 97; Moses Thomas, 1060 02; Baker & Mackay, 359 75; T. W. L. Freeman, 294 82; C. J. Wolbert, 210; Geo. Riter, 65 61; S. Poulterer, \$39 87.—Total, \$24,385 99.

We record, to-day, with great regret, the accidental death of Mr. Matthias Raser, an estimable man, and one whose unexpected decease must be lamented by all who knew him. About six, yesterday evening, the Germantown Railroad cars, seven in number, drawn by a locomotive engine, arrived in this city from Germantown; Mr. Raser being a passenger in that next to the engine. Soon after the train had stopped, he stepped upon a wheel to get out. The car moved forward, we know not from what cause—he fell, and the wheels passed over his body. It was called out, that a passenger had fallen; and the car being backed, the wheels went across the unfortunate gentleman again. His speedy death was the consequence.—[Phil. Chron. Dec. 31.]

Accident.—An accident of an afflicting nature, occurred in Haverhill on Tuesday last, in the death of a young man named Edward H. Foster, a clerk in the store of Mr. Peter Osgood. The circumstances are these:—Mr. Osgood had placed a bottle on the stove containing between two and three gallons of Alcohol, with several pounds of Gum Shellac for solution. It had been customary occasionally to shake the bottle, in order to facilitate the process, but always raising the cork. The young man neglected to observe this caution—shook the bottle, when it burst, throwing its contents over him, and coming in instant contact with the stove, he was covered, and the store filled, with flame. The young man and Mr. Osgood made for the street door, but were both unable to open it, when the young man plunged headlong through the glazed part of the door into the street, the fire and smoke bursting out furiously through the opening thus made. Mr. Osgood made his escape through a back door. The flame which enveloped the young man was very soon extinguished by an individual in a neighboring shop throwing a pail of water upon him. Medical aid was immediately procured, and it was found that he was burnt from his face to his feet. He lingered in distress until Thursday afternoon, when he expired.

FOREIGN INTELLIGENCE.

From Liverpool, we have by the Pacific, packet ship, papers of 16th, and London papers of 15th November. They complete our files, and, though affording no news, enable us to present some details of what was before known.

A letter of the 14th, from a house of the highest commercial standing in London, expresses great solicitude lest a general war in Europe should ensue; and adds, that owing to such an apprehension, trade was very much at a stand.

A meeting of Bankers and Traders was held at the London Tavern on the 13th, to express regret and apprehension at the measures taken by Ministers against the Dutch. This proceeding is thus ridiculed by the London Times:—

This Conservative party-colored, politico-mercantile, Dutch-loving, reform-hating, peace-professing, war-provoking city meeting of yesterday, turned out to be, as we were sure it would, a desperate failure. Nor could it be otherwise. In support of the professed object of the meeting, there was not a word to be said; not one syllable in the shape of argument could be pressed into the service by that ingenious gentleman, Mr. Thomas Baring, as a cloak for the shallowness of the pretence upon which the requisition was got up; and we will venture to say, that if the whole business was yesterday morning at breakfast time suspected by the more sagacious part of the public to be a mere vulgar election manoeuvre, two hours before dinner the suspicion had ripened into proof.

The accounts from Berlin and the banks of the Rhine speak confidently of the assembling of Prussian forces on the frontier of France; and an arrangement is alluded to, by which Venloo, now held by Belgium, but which, according to the Protocols of the Conference, is to be given up to Holland, is to be taken possession of by a Prussian force. As Prussia did not at the Conference assent to the coercive measures adopted by France and England against Holland, she can have no pretext for sending her troops to occupy Venloo. The first and most important effect of such occupation would be to leave free for hostilities against Leopold the Dutch garrison, which otherwise would be required for that extensive fortress; and that is virtually aiding the Dutch King.

In Portugal things remain much as usual: the latest dates are of the 9th November from Oporto, which we find in the London Globe of 15th. That paper says—

No engagement had taken place subsequent to the accounts received to the 27th ultimo. Don Miguel, however, occasionally favors the besieged with a few shells and shot, without doing any mischief or exciting any alarm. The Miguelites are active in their preparations for a general and desperate attack on Oporto, which is expected to take place on or about the 15th inst. The Pedroites are adopting vigorous measures to repel it, and are determined again to convince Don Miguel that he has not such a puny foe to contend with as he imagines.

Don Miguel arrived at Braga on the 6th instant, where the major part of his army is, consisting of about 17,000 men, whom he is going to command in person. He has left his sisters at the Convent of the Ursulines. Don Miguel was warmly received by that division of his army, who have evinced great devotedness to his cause. He has caused strong batteries to be erected on the south side of the Douro, where he has about 11,000 men, to command the city and bar, so that the expected bombardment may be spontaneous at the time fixed, to paralyze, and, if possible, to discomfit the besieged. Don Pedro intends to send a reinforcement of troops to Villa Nova to attempt the destruction of the batteries, which it is supposed he will be enabled to do under the shelter of the Serra Convent. Don Miguel purposes to commence the attack on the Bon Sucesso side of Oporto, which has hitherto been the weakest side of the lines. Don Pedro, supposing such to be the design of his antagonist, has taken the precaution to strengthen that side, and has ordered the houses and trees which would cover the advance of the besiegers to be destroyed. Don Miguel has threatened to attack Foye; but it is not at all probable he will do so

—he has made no effort to prevent the communication between it and the city; if he did he would be frustrated, and the party cut off from the centre of the line.

Great reinforcements have arrived from England and elsewhere, and it was stated at the time of the Royalist leaving, that Gen. Excelmans, from France, had arrived at Oporto in the Liverpool steamer. Count Villa Flor has resigned his command of the army, the cause of which is unknown; and Don Pedro has taken the command himself, which not at all disappointed his troops, and has expressed his determination either to conquer or die in the cause. He has appointed Sir J. M. Doyle as his Aid-de-Camp only for the present.

Two of Admiral Sartorius's frigates are in such a dilapidated state as to be unfit for further service unless repaired, and it is said they will proceed either to Vigo or England to refit. The Don John is in such a state from the late naval engagement as to be altogether unseaworthy; she has at least 300 shot in her hull, and about sixty under water; she is lying at Lisbon. The Caledonia and Asia are at anchor off Lisbon, which has given great joy to the British residents in that city, as they will be protected from the cowardly insults of the Miguelites. The Briton and Leveret were cruising off Oporto. The army of Don Pedro is estimated at 15,000 strong. Desertions to a small amount take place in the army of Don Miguel.

In Paris expectation was all alive about the meeting of the Chambers, of which the session was to commence on the 19th Nov. The contest for the Presidency of the Deputies will be between M. Lafitte and M. Dupin—neither of them warmly or well affected towards the present ministry. This question and that of how the Duchess of Berry was to be disposed of, occupied the anxious attention of the Cabinet. On these heads the following letter, from a correspondent in Paris of the London Courier, is interesting; that paper says the fullest reliance may be placed on the writer of it:—

PARIS, Nov. 13.

"The Ministry are perplexed with the cogent arguments of the Parisian Press directed against the Ordinance relative to the Duchess of Berry. It cannot now be withdrawn, and it has been resolved at the numerous assemblies of the centre gauche and by the majority of the members composing the reunion held at General de Thiers's, that the Princess shall be tried by the Chamber of Peers. Government should have begun by an Ordinance to this effect; though not strictly conformable to the Charter, it would have been tolerated as the only means of avoiding the ignominy of a Court of Assizes.

The capture of the Duchess has made less impression in the capital than strangers may suppose.—The Court is afflicted and embarrassed beyond all idea; but M. Thiers, with a view to his position at the opening of the Session, adopted this measure certainly without having specially consulted the higher powers, to whom it was a painful surprise. It was desired and intended, that a plan would have been adopted to oblige the Duchess to leave the country. M. Montalivet had made the necessary arrangements for this purpose—they had obtained the highest sanction.

It is, however, believed, that the passions of the multitude may be restrained at the presence of an illustrious female who was never unpopular in France, and whose adventures portray so much gallantry and perseverance. Besides the masses bourgeois stand in much need of repose; and the national guard, especially of Paris, forms a part of these masses. Declamation and invective are readily excited; but armed resistance and destruction are not so easy.

"The repugnance that the country feels at the incessant changes which have so often new modeled the Administration since the Revolution, may win a feeble majority to Government at the opening of the Session. But, if obtained, how dearly will it be purchased! with what humiliations must it be preserved! M. Dupin, from the *fauxse position* I have already described, has a far better chance of becoming President of the Chamber of deputies than Minister, at least for a time, unless he consents to enrol himself servilely under the banners of the present Administration. This his friends declare is not possible, while the Duc de Broglie and M. Guizot form part of it. As long as the King supports those Ministers they will remain, undaunted by the phrases of the address; but there are rumours afloat that, owing to the captivity of the Duchess, his Majesty will

be reluctantly obliged to offer up MM. de Broglie and Guizot as a holocaust to the Parisians. M. Thiers would have caused less regret; but the part he has played in the late event has consolidated his power for the present.

"The diplomatic world affirm here that, if the King of Holland does not evacuate Antwerp on the march of the French troops towards it, with the concurrence and in conformity to the offers of the French Cabinet, Prussia will occupy Venloo and the banks of the Meuse, comprehending a part of Luxembourg, until the siege of Antwerp is ended. The French complain they purchase the right of battle very dear. To-day 55,000 men cross the frontier.

Another correspondent of the same paper thus writes:

PARIS, Nov. 13.—The members of our two Chambers begin gradually to arrive in the metropolis, and preparatory deliberations among the different parties now daily take place. The first assembly of the opposition members was held on Saturday forenoon, at a house in the rue Neuve St. Augustin. A considerable number attended, a good deal of conversation took place, but no measure was decided upon. The same members are to assemble again on the 19th, the very day of the opening of the Session, to fix upon the person to whom they will give their votes for the Presidency. You know that the contest will be between Messrs. Lafitte and Dupin. Until very shortly, the triumph of M. Lafitte was looked upon certain; but I hear from good authority, that Government has succeeded in gaining over a good many votes on that point; and that in the present aspect of affairs, the majority seems to be rather in favor of M. Dupin. The great difficulty will, however, still be to persuade that gentleman to accept the post. In the mean while, many changes may still occur between this and the definitive vote, particularly if the general report be true, that the Cabinet is not at present as united as might be wished. Marshal Soult and M. Thiers are, it is said, at complete variance with their colleagues; and if a modification should take place in the Cabinet, it will certainly be in their favor. The Chief discrepancy arose on M. Barthe, the ministers of Justice, refusing to sign the ordinance concerning the Duchess of Berry. This ordinance will besides be a considerable stumbling-block for Government.

Yesterday a numerous assembly of the Members of the Chamber of Deputies took place at a new Chamber, amongst whom were persons of all parties. After examining and admiring the new arrangements, which are really very handsome and generally approved of, excepting, however, the white and gold ornaments, which are found to be of too light a nature for the gravity of the place, the Members proceeded to discuss the measures of the Cabinet, and this I can mention to you as a positive fact, that an almost unanimous resolution was taken to reject any law whatever that might be presented to Government concerning the Princess, the Chamber not wishing to take any responsibility upon itself in that affair. Several Ministerial Members, and among the rest M. Delessert, supported strongly that resolution, and you may be assured that no law will pass to that effect.

It will also, perhaps, not be uninteresting to you to hear that the Marquis de Dalmatia, eldest son of Marshal Soult, is going as Ambassador to Constantinople, and takes with him M. Lawrence, late Vice Consul in Rotterdam, as Consul in Smyrna. This choice of the Marquis is meant to counteract the influence England may gain in Turkey by accepting the mediations proffered by the Sultan.

The arrest of the Duchess of Berri was effected through the treachery and venality of one whom she had treated too well. We annex some particulars respecting this villain.

The Temps says:—"It appears that the person pointed out by the Quotidienne under the name of Hyacinthe Gonzague, is certainly the man who betrayed the Duchess of Berri, in consideration, it is said, of 300,000 francs, which was promised him as a reward. It also appears that this negotiation was entered into by M. Montalivet, before he went out of office. A circumstance, proving the confidence of the Duchess in this man, is, that he was accredited to her in the quality of agent of Don Miguel. It is reported that the Duchess was to have been arrested as she entered Nantes, but this failed from some misunderstanding, and the coming on of a thick fog, which prevented the agents from being at the rendezvous in time. It is further asserted, that amongst the papers found, there are some very curious documents, with letters from princely persons,

ages, and curious drafts of articles written by the Duchess of Berri, which have already, or were intended to be inserted in the Quotidienne and the Revue."

The Breton of Nantes, of the 11th inst. contains the following account of Etienne Gonzague Deutz, who betrayed the Duchess of Berry:

"He is aged thirty-one years, and a native of Cologne, where he was educated in the Jewish religion. In 1826, he resided at Rome, with his Uncle, the celebrated Deutz, Rabbi of that religion. Without any means of subsistence, or at least without a fortune sufficient to supply his habits of extravagance, he left his protector to seek a more agreeable way of living. Urged by the Propaganda, he denied his God and became a Catholic. Great was the exultation of Christendom at his conversion, which was considered a great event at Rome. Deutz, in high favor with the heads of the Church lived a long time upon the pecuniary supplies granted him by the Cardinal Albani. It appears that in 1831, Gonzague Deutz, after having made a voyage to America, returned to Europe. From a desire to open to himself a new sphere of life, he attached himself, by some services which are unknown to us, to the Duchess of Berry, on her visit to Rome. An individual named Drack, brother-in-law to Deutz, became attached, under Charles the Tenth, to the Duke of Bordeaux, and this afforded the other the means of introducing himself to the Duchess of Berry. He soon gained the confidence of the Duchess, who amply rewarded him, and sent him on several delicate missions, and thereby strengthened the good opinion which the Princess entertained of him. After landing in France, Deutz was entrusted with important missions, of which, on their being accomplished, he rendered an account to the Princess at Nantes, a few months ago. After this, the Princess sent him on a fresh mission to Germany. It is said that, at Frankfurt, he became acquainted with an individual attached to the French police. Here the first overtures for betraying the Duchess were made. On quitting Frankfurt he went to Rome, where he was received by the Pope, who gave him letters for the Duchess of Berry. From Rome he proceeded to Portugal, where he saw Don Miguel, who also gave him letters for the Royal Duchess. From Lisbon he returned to Paris, and made a final arrangement for delivering up the Duchess. It is stated that it amounts to nearly a million of francs. In order to carry his project into execution, he went to Nantes, and applied for an interview with the Princess. The persons who knew the retreat of the Duchess being a little suspicious; at first refused his request. But as he would communicate the result of his journey, and the despatches he had, to the Duchess alone, he was admitted to an interview on the 6th, at the house of Mlle. Duguigny, at the moment of dinner. On his entering the house, the Duchess of Berry, by way of precaution, left the room; but when she perceived, through a kind of vasistas, that it was her protégé, she came back into the room, exclaiming, 'Ah, is it you, my dear Deutz?' . . . Deutz remained a few minutes with the Princess, and then went out to give to the numerous police officers, who surrounded the house, the signal for her arrest."

PRUSSIA.—BERLIN, Nov. 6.—Her Majesty the Queen of the Netherlands has arrived here.

BERLIN, Nov. 6.—(From a letter.)—The protest which Prussia had presented against the march of the French troops into Belgium, shows itself in the treatment which, ever since that plan has been in contemplation, General Moreau, the Belgian Minister, meets with. His cards are for the most part unanswered; the Court avoids him, and so he is for the most part left to himself. He has little communication with the diplomatic body, except that the English and French Ambassadors have frequent interviews with him, which must be the more important, as the question whether there shall be peace or war in Europe will be decided at Berlin.

At a grand dinner lately given by the Belgian Ambassador only the Ministers of the two Courts who are in alliance with the Sovereign were present, though there is no doubt that others were invited.

This evening it is reported that Prussia has consented to occupy Venloo as a security against any consequences of the march of the French into Belgium.

(From the Messenger des Chambres of Nov. 14.)

BANKS OF THE RHINE, Nov. 10.—The Prussian troops now on the Rhine are the 7th and 8th Corps d'Armée. These two corps are each composed of two divisions, the 13th and 14th, and 15th and 16th. The General of Infantry, the Baron Muffling, com-

mands the 7th corps in Westphalia. He was, in the war of invasion, Governor of Paris. He is an ultra, arrogant, clever, and crafty diplomatist, a good chief of staff, but not beloved by his corps, and incapable of making a campaign, on account of his infirmities.

NEWS BY THE WAY OF CHARLESTON.—The steam-packet David Brown, in four and a half days from Charleston, and bringing as usual the first report of her own arrival out, furnishes us with papers from that place of 28th and 29th. From the Mercury of 29th, we extract the following paragraph, referring to some days later accounts from Holland than those received here. The report of Leopold's asking a truce can hardly be accurate.

LATEST FROM EUROPE.—The barque Brighton, Capt. Baxter, arrived yesterday from Amsterdam, from which place she sailed on the 16th November. She brought no papers, but we learn from the Captain that the French and English squadrons were blockading the coast of Holland. They detained only Dutch vessels, of which they had sent a number to England.

King Leopold had requested a truce of 14 days, but it was not ascertained whether it had been granted.

HOME AFFAIRS.

APPOINTMENTS BY THE PRESIDENT.

By and with the advice and consent of the Senate.

Charles Peavey, to be Surveyor and Inspector of the Revenue for the Port of Eastport in the State of Maine, vice Samuel Ayer, deceased.

David Turner, to be Collector of the Customs for the Port of Beaufort, in the State of South Carolina; vice William Joyner, removed.

Jeremiah A. Yates, to be Appraiser of Goods for the Port of Charleston, in the State of South Carolina; vice William E. Hayne, removed.

Charles L. West, to be Appraiser of Goods for the Port of Charleston, in the State of South Carolina; vice Legrand G. Capers, appointed during the recess of the Senate, who declines.

Charles Stephens, to be Appraiser of Goods for the Port of Savannah, in the State of Georgia; vice Edward F. Tainall, deceased.

SOUTH CAROLINA.—The Legislature adjourned on the 21st ult., having passed—

An Act to carry into effect in part an Ordinance to Nullify certain acts of the Congress of the United States, purporting to be laws laying duties on the importation of foreign commodities, passed in Convention of the State, on the 24th November, 1832. The Replevin Act.

An Act concerning the Oath prescribed by the Ordinance.

These acts are not, according to the Mercury, materially variant from the original bills. If so, we see not how—even with the mediation of Virginia—the issue of force is now to be avoided; for the laws are made, the Legislature had adjourned, and the 1st of February is at hand.

A correspondent of the Charleston Courier thus explains the provisions of the "act concerning an oath, &c.," as finally settled by a committee of conference:

All civil and military officers now in commission, shall only be required to take the additional oath on the happening of a contingency, in which shall be involved the authority of the ordinance, or the validity of the acts of the Legislature by virtue thereof, or the validity of the acts of Congress of 1828 and '33, purporting to be laws for the collection of imposts on foreign commodities. And in reference to officers who are hereafter to be elected, or who were elected during the present session, the bill requires them to take the additional oath previous to entering upon the duties of their office. Jurors are also included in the anticipation of a contingency. It gives the Governor a discretionary power in the matter, however, to order a compliance with the Ordinance, when, in his opinion, the public exigency shall require it.

The United States troops, says the Courier of the 25th December, which had been located in the Arsenal, at Charleston Neck, at the request of the State

and City authorities, were removed yesterday, with all the armament attached thereto, to Fort Moultrie.

The resolutions of Mr. Preston, published in this paper on Monday last, were adopted before the adjournment. On motion of the same gentleman, a certified copy of Gov. Hayne's proclamation was ordered to be transmitted to the President, with a request that he would lay it before Congress.

LEGISLATURE OF NEW YORK.

In SENATE—January 1, 1833.

At 10 o'clock, Lieut. Gov. Tracy announced to the Senate that the hour had arrived to which it stood adjourned. The Clerk then proceeded to call the roll, and a quorum answered to their names.

The new members were then sworn in by the Lieut. Governor.

Resolutions requesting the Clergy of the city to attend, and for supplying the members with newspapers were passed.

Committees were appointed to wait upon the Governor and Assembly, at 11 o'clock to-morrow, and inform them that the Senate is ready to proceed to business. Adjourned.

ASSEMBLY.

At 10 o'clock, the members were called to order by Mr. Seger, the Clerk of the last House.

The Clerk then called over the list of members returned as elected, when 123 answered to their names, to whom the oath of office was administered by A. C. Flagg, Secretary of State.

Then House then proceeded to ballot for Speaker, Messrs. Van Duzer and W. Baker, tellers.

On counting the ballots, it appeared that CHARLES L. LIVINGSTON, of New York, had 99 votes.

JOHN C. SPENCER, of Ontario, 22 votes. Blank, 2.

Mr. Livingston was thereupon declared to be elected, and Messrs. Litchfield and Downing were appointed a committee to conduct him to the chair, when he delivered a brief address.

The following officers were then appointed by resolution:—

Francis Seger, clerk—on motion of Mr. Finch. Cornelius A. Waldron, sergeant at arms—on motion of Mr. Curtis.

Alonzo Crosby, doorkeeper—on motion of Mr. Dodge.

James Courter, assistant doorkeeper—on motion of Mr. Humeston.

On motion of Mr. Myers, the Rules and Orders of last session were adopted.

On motion of Mr. G. W. Patterson, the Speaker was requested to appoint the usual Standing Committees.

On motion of Mr. Ostrander, the usual resolution furnishing newspapers, the price for each member not to exceed two daily papers.

On motion of Mr. Myers, to provide the Red Book.

Mr. E. Livingston offered a resolution to request the clergy of the city to officiate as chaplains, which, on motion of Mr. Hertell, was laid on the table.

Messrs. Litchfield and Downing were appointed a Committee to wait on the Governor and inform him that the House had organized and would be ready to receive a communication from him at eleven to-morrow. [The reason given for varying from the usual course, was the general desire to participate in the festivities of the day.]

Messrs. Spencer and Skinner were appointed to wait on the Senate and inform them that this House had organized. [It being stated that the Senate had adjourned, the committee did not perform their duty.]

In Congress, there was little of interest transacted either on the 27th or 28th ult., beyond the rejection in the House of Representatives of Mr. Adams's call for the Proclamation and the South Carolina Ordinance—owing probably to unwillingness now to debate the merits of those documents—and the Tariff bill as reported.

CONGRESS.—The Senate did not sit on Saturday.

In the House of Representatives, the debate upon the resolution offered by Mr. E. Everett, for instructing the Committee on Post Offices and Post Roads to enquire into the expediency of reducing the rates of postage, was continued by Messrs. Wilde, Hoffman, J. Reed, and Craig, during the hour allotted to morning business, without the question being taken. Several other resolutions were introduced, on leave, and adopted; among which was one offered by Mr. Jarvis, that the House adjourn over to Wednesday.

The House then went into Committee upon several private bills, which were gone through with and reported, and the House adjourned.

Monday, December 31.

In the Senate, Mr. Webster appeared and took his seat. The resolutions submitted to-day by Messrs. Robinson and Hendricks, were agreed to. The resolution offered by Mr. Sprague, directing the Committee on the Post Office to prepare and introduce a bill reducing the rates of postage, was taken up. Mr. Grundy proposed to amend the resolution, so as to require the Committee to inquire into the expediency of reporting such bill. A lengthy and discursive debate ensued, in which Messrs. Grundy, Sprague, Clayton, Holmes, Foot, Buckner, Benton and Bibb participated. Before the discussion was concluded, the resolution and amendment were laid on the table, with a view to going into Executive session, when after a short time spent therein, the Senate adjourned over to Wednesday.

The House of Representatives did not sit to-day.—[Globe.]

Wednesday, January 2.

In the Senate, Mr. Holmes introduced a bill extending the franking privilege to the members of Congress, in the recess, which was read twice and committed. Several private bills were presented, read, and committed to the Standing Committees. The resolution offered by Mr. Sprague, instructing the Committee on the Post Office to report a bill reducing the rates of postage, and the amendment proposed by Mr. Grundy, instructing said Committee to inquire into the expediency of such reduction, was taken up, the amendment was adopted—Yeas 20, Nays 18. Mr. Foot moved a farther amendment, directing the Committee to inquire into the propriety of equalizing the rates of postage, which was agreed to. Mr. Holmes moved an additional amendment, instructing the Committee to inquire into the expediency of abolishing the postage on newspapers, which was adopted. The resolution, as amended, was then agreed to. The Senate then adjourned.

In the House of representatives the debate upon the resolution heretofore offered by Mr. E. Everett for inquiring into the expediency of reducing the rates of postage, was further continued by Messrs. E. Everett, Hoffman, and Cambreleng, when at the expiration of the hour allotted to morning business, the House went into Committee of the Whole on the state of the Union, after the special orders of the day had been postponed till to-day.—Mr. Vorplanck had in the first instance moved to postpone the special orders till next week, in order to take up the tariff bill, which was negatived, yeas 74, nays 83. They were then postponed till to day, and several appropriation bills were carried through the Committee, and the House adjourned.—[Globe.]

Yesterday (says the National Intelligencer of Wednesday) the first day of the new year neither House of Congress sat. A large concourse of visitors, as usual, thronged the Mansion of the President of the United States, and tendered him the compliments of the season with the respect due to his station, and were, as on similar occasions, courteously received and entertained.

[From the Columbia Telescope, Extra—December 30th, 1832.]

PROCLAMATION BY THE GOVERNOR OF SOUTH CAROLINA.

WHEREAS, the President of the United States hath issued his Proclamation concerning an "Ordinance of the People of South Carolina, to nullify certain acts of the Congress of the United States," laying "duties and imposts for the protection of domestic manufactures."

And WHEREAS, the Legislature of South Carolina, now in session, taking into consideration the matters contained in the said Proclamation of the President, have adopted a preamble and resolution to the following effect, viz:

"WHEREAS, the President of the U. States has issued his Proclamation, denouncing the proceedings of this State, calling upon the citizens thereof to renounce their primary allegiance, and threatening them with military coercion, unwarranted by the constitution, and utterly inconsistent with the existence of a free State: be it therefore—

"Resolved, That his Excellency the Governor be requested, forthwith, to issue his Proclamation warning the good people of this State against the attempt of the President of the Uni-

ted States to seduce them from their allegiance, exhorting them to disregard his vain menaces, and to be prepared to sustain the dignity and protect the liberty of the State against the arbitrary measures proposed by the President."

NOW I, ROBERT Y. HAYNE, Governor of South Carolina, in obedience to the said Resolution, do hereby issue this my Proclamation, solemnly warning the good people of this State against the dangerous and pernicious doctrine promulgated in the said Proclamation of the President, as calculated to mislead their judgments as to the true character of the government under which they live, and the paramount obligation which they owe to the State, and manifestly intended to seduce them from their allegiance, and by drawing them to the support of the violent and unlawful measures contemplated by the President, to involve them in the guilt of REBELLION. I would earnestly admonish them to beware of the specious but false doctrine by which it is now attempted to be shewn that the several States have not retained their entire sovereignty: that "the allegiance of their citizens was transferred in the first instance to the government of the United States": that "a State cannot be said to be sovereign and independent, whose citizens owe obedience to laws not made by it": that "even under the royal government we had no separate character": that the constitution has created "a national government," which is not a "compact between Sovereign States": "that a State has NO RIGHT TO SECEDE"—in a word, that ours is a NATIONAL GOVERNMENT in which the people of all the States are represented, and by which we are constituted "ONE PEOPLE"—and "that our representatives in Congress are all representatives of the United States, and not of the particular States from which they come,"—doctrines which uproot the very foundation of our political system—annihilate the rights of the State—and utterly destroy the liberties of the citizen.

It requires no reasoning to show what the bare statement of these propositions demonstrates, that such a Government as is here described has not a single feature of a confederated republic. It is in truth an accurate delineation, drawn with a bold hand, of a great consolidated empire,—"one and indivisible,"—and under whatever specious form, its powers may be masked, it is in fact the worst of all despotisms, in which the spirit of an arbitrary government is suffused to pervade institutions professing to be free. Such was not the government for which our fathers fought and bled, and offered up their lives and fortunes as a willing sacrifice. Such was not the government, which the great and patriotic men who called the union into being in the plenitude of their wisdoms framed. Such was not the government which the fathers of the republican faith, led on by the Apostle of American Liberty, promulgated and successfully maintained in 1798, and by which they produced the great political revolution effected at that auspicious era. To a government based on such principles, South Carolina has not been a voluntary party, and to such a government she never will give her assent.

The records of our history do, indeed, afford the prototype of these sentiments, which is to be found in the recorded opinion of those, who, when the Constitution was framed, were in favor of a "firm National Government," in which the States should stand in the same relation to the Union that the colonies did towards the mother country. The Journals of the Convention and the secret history of the debates, will show that this party did propose to secure to the Federal Government an absolute supremacy over the States, by giving them a negative upon their laws, but the same history also teaches us that all these propositions were rejected, and a Federal Government was finally established, recognizing the sovereignty of the States, and leaving the constitutional compact on the footing of all other compacts between "parties having no common superior."

It is the natural and necessary consequence of the principles thus authoritatively announced by the President, as constituting the very basis of our political system, that the Federal Government is unlimited and supreme; being the exclusive judge of the extent of its own powers, the laws of Congress sanctioned by the Executive and the Judiciary, whether passed in direct violation of the Constitution and rights of the States, or not, are "the supreme law of the land." Hence it is that the President obviously considers the words, "made in pursuance of the Constitution," as mere surplusage; and therefore when he professes to recite the provision of the Constitution on this subject, he states that our "SOCIAL COMPACT in express terms declares that the laws of the United States, its Constitution, and the Treaties made under it, are the supreme law of the land," and speaks throughout of "the explicit supremacy given to the laws of the Union over those of the States"—as if a law of Congress was of itself supreme, while it was necessary to the validity of a treaty that it should be made in pursuance of the Constitution. Such, however, is not the provision of the Constitution. That instrument expressly provides that "the Constitution, and laws of the United States which shall be made in pursuance thereof, shall be the supreme law of the land, any thing in the Constitution or laws of any State to the contrary notwithstanding."

Here it will be seen that a law of Congress, as such, can have no validity, unless made "in pursuance of the Constitution." An unconstitutional act is therefore null and void, and the only point that can arise in this case is, whether, to the Federal Government, or any department thereof, has been exclusively reserved the right to decide authoritatively for the States this question of Constitutionality. If this be so, to which of the departments, it may be asked, is this right of final judgment given? If it be to Congress, then is Congress not only elevated above the other departments of the Federal Government, but it is put above the Constitution itself. This, however, the President himself has publicly and solemnly denied, claiming and exercising, as is known to all the world—the right to refuse to execute acts of Congress and solemn treaties, even after they had received the sanction of every department of the Federal Government.

That the Executive possesses the right of deciding finally and exclusively as to the validity of acts of Congress, will hardly be pretended—and that it belongs to the Judiciary, except so far as may be necessary to the decision of questions which may incidentally come before them, in "cases of law and equity," has been denied by none more strongly than the President himself, who on a memorable occasion refused to acknowledge the binding authority of the Federal Court, and claimed for himself and has exercised the right of enforcing the laws, not according to their judgment, but "his own understanding of them." And yet when it serves the purpose of bringing odium upon South Carolina, "his native State," the President has no hesitation in regarding the attempt of a State to release herself from the control of the Federal Judiciary, in a matter affecting her sovereign rights, as a violation of the Constitution.

It is unnecessary to enter into an elaborate examination of the subject. It surely cannot admit of a doubt, that, by the Declaration of Independence, the several Colonies became "free, sovereign, and independent States," and our political history will abundantly show that at every subsequent change in their condition up to the formation of our present Constitution, the States preserved their sovereignty. The discovery of this new feature in our system, that the States exist only as members of the Union—that before the Declaration of Independence, we were known only as "United Colonies"—and that, even under the articles of confederation, the States were considered as forming "collectively ONE NATION"—without any right of refusing to submit to "any decision of Congress"

—was reserved to the President and his immediate predecessor. To the latter "belongs the invention, and upon the former will unfortunately fall the evils of reducing it to practice."

South Carolina holds the principles now promulgated by the President (as they must always be held by all who claim to be supporters of the rights of the states) "as contradicted by the letter of the constitution—unauthorised by its spirit—inconsistent with every principle on which it was founded—destructive of all the objects for which it was framed"—utterly incompatible with the very existence of the States—and absolutely fatal to the rights and liberties of the people. South Carolina has so solemnly and repeatedly expressed to Congress and the World the principles which she believes to constitute the very pillars of the Constitution, that it is deemed unnecessary to do more at this time, than barely to present a summary of those great fundamental truths, which she believes can never be subverted without the inevitable destruction of the liberties of the people and of the union itself. South Carolina has never claimed (as is asserted by the President) the right of "repealing at pleasure, all the REVENUE LAWS of the Union," much less the right of "repealing the Constitution itself, and laws passed to give it effect which have NEVER BEEN ALLEGED TO BE UNCONSTITUTIONAL." She claims only the right to judge of infractions of the Constitutional compact, in violation of the reserved rights of the State, and of arresting the progress of usurpation within her own limits, and when, as in the Tariffs of 1828, and 1832, revenue and protection—constitutional and unconstitutional objects, have been so mixed up together, that it is found impossible to draw the line of discrimination,—she has no alternative, but to consider the whole as a system, unconstitutional in its character, and to leave it to those who have "woven the web, to unravel the threads." South Carolina insists, and she appeals to the whole political history of our country, in support of her position, that the Constitution of the United States is a compact between sovereign States,—that it creates a confederated republic, not having a single feature of nationality in its foundation—that the people of the several States as distinct political communities ratified the Constitution, each State acting for itself, and binding its own citizens, and not those of any other State, the act of ratification declaring it to be binding on the States so ratifying—the States are its authors, their power created it—their voice clothed it with authority—the government which formed it is composed of their agents, and the Union of which it is the bond is a Union of states and not individuals—that as regards the foundation and extent of its power, the government of the U. S. is strictly what its name implies—a Federal Government—that the states are as sovereign now as they were prior to the entering into the compact—that the Federal Constitution is a confederation in the nature of a treaty—or an alliance by which so many sovereign states agreed to exercise their sovereign powers JOINTLY, upon certain objects of external concern in which they are equally interested, such as WAR, PEACE, AND COMMERCE, foreign negotiation, and Indian trade; and upon all other subjects of civil government, they were to exercise their sovereignty SEPARATELY.

For the convenient conjoint exercise of the Sovereignty of the States, there must of necessity be some common agency or functionary. This agency is the Federal Government. It represents the confederated States, and executes their joint will, as expressed in the compact. The powers of this government are wholly derivative. It possesses no more inherent sovereignty than an incorporated town, or any other great corporate body—it is a political corporation, and like all other corporations, it looks for its powers to an exterior source. That source is the States.

South Carolina claims that, by the Declaration of Independence, she became, and has ever since continued, a free, sovereign, and independent State.

That as a Sovereign State she has the inherent power to do all those acts, which by the law of nations any prince or potentate may of right do. That like all independent states, she neither has, nor ought she to suffer, any other restraint upon her sovereign will or pleasure, than those high moral obligations under which

all princes and states are bound before God and man, to perform their solemn pledges. The inevitable conclusion from what has been said therefore is, that as in all cases of compact between independent sovereigns, where, from the very nature of things, there can be no common judge or umpire, each sovereign has a right "to judge as well of infractions as of the mode and measure of redress," so in the present controversy between South Carolina and the Federal Government, it belongs solely to her, by her delegates in solemn convention assembled, to decide whether the federal compact be violated, and what remedy the state ought to pursue. South Carolina therefore cannot, and will not, yield, to any department of the Federal Government, a right which enters into the essence of all sovereignty, and without which it would become a bauble and a name."

Such are the doctrines which South Carolina has, through her convention, solemnly promulgated to the world, and by them she will stand or fall. Such were the principles promulgated by Virginia in '98, and which then received the sanction of those great men, whose recorded sentiments have come down to us as a light to our feet, and a lamp to our path. It is Virginia, and not South Carolina, who speaks, when it is said that she "views the powers of the Federal Government as resulting from the compact, to which the states are parties, as limited by the plain sense and intention of the instrument constituting that compact—as no further valid than they are authorized by the grants enumerated in that compact; and that in case of a deliberate, palpable, and dangerous exercise of other powers, not granted by the said compact, the states who are parties thereto have the right, and are in duty bound, to interpose, for arresting the progress of the evil, and for maintaining within their respective limits the 'authorities, rights, and liberties, appertaining to them.'"

It is Kentucky who declared in '99, speaking in the explicit language of Thomas Jefferson, that "the principles and construction contended for by members of the State Legislatures [the very same now maintained by the President] that the general government is the exclusive judge of the extent of the powers delegated to it, stop nothing short of despotism—since the discretion of those who administer the government, and not the constitution, would be the measure of their powers. That the several states who formed the instrument being sovereign and independent, have the unquestionable right to judge of the infraction; and, THAT A NULLIFICATION BY THOSE SOVEREIGNTIES OF ALL UNAUTHORIZED ACTS DONE UNDER COLOUR OF THAT INSTRUMENT, IS THE RIGHTFUL REMEDY."

It is the great apostle of American liberty himself who has consecrated these principles, and left them as a legacy to the American people, recorded by his own hand. It is by him that we are instructed—"that to the Constitutional compact, 'each state acceded as a state, and is an integral party, its co-states forming as to itself the other party';" that "they alone being parties to the compact, are solely authorized to JUDGE IN THE LAST RESORT of the powers exercised under it, Congress being not a party but a mere creature of the compact;" that "it becomes a sovereign state to submit to undelegated, and consequently unlimited power, in no man or body of men, upon earth; that where powers are assumed which have not been delegated [the very case now before us] a nullification of the act is the rightful remedy; that every state has a natural right, in cases not within the compact [casus non fœderis] to nullify of their own authority all assumption of power by others within their limits; and that without this right they would be under the dominion absolute and unlimited, of whomsoever might exercise the right of judgment for them;" and that in case of acts being passed by Congress "so palpably against the Constitution as to amount to an undisguised

* See original draught of the Kentucky Resolutions in the hand writing of Mr. Jefferson, lately published by his grandson.

declaration, that the compact is not meant to be the measure of the powers of the General Government, but that it will proceed to exercise over the states all powers whatsoever, it would be the duty of the states to declare the acts void and of no force, and that 'each should take measures of its own' for providing that neither such acts, nor any other of the General Government not plainly and intentionally authorized by the Constitution, shall be exercised within their respective territories."

It is on these great and essential truths, that South Carolina has now acted. Judging for herself as a sovereign State, she has pronounced the Protecting System, in all its branches to be a "gross, deliberate, and palpable violation of the Constitutional compact;" and having exhausted every other means of redress, she has in the exercise of her sovereign rights as one of the parties to that compact, and in the performance of a high and sacred duty, interposed for arresting the evil of usurpation, within her own limits—by declaring these acts to be "null, void, and no law, and taking measures of her own, that they shall not be enforced within her limits."

South Carolina has not "assumed" what could be considered as at all doubtful, when she asserts "that the acts in question, were in reality intended for the protection of manufactures;" that their "operation is unequal;" that "the amount received by them, is greater than is required by the wants of the government"—and finally, "that the proceeds are to be applied to objects unauthorized by the constitution." These facts are notorious—these objects openly avowed. The President, without instituting any inquisition into motives, has himself discovered, and publicly denounced them; and his officer of finance is even now, devising measures intended as we are told, to correct these acknowledged abuses.

It is a vain and idle dispute about words to ask whether this right of State Interposition may be most properly styled a Constitutional, a sovereign, or a reserved right. In calling this right constitutional, it could never have been intended to claim it as a right granted by or derived from the Constitution, but it is claimed as consistent with its genius, its letter and its spirit; it being not only distinctly understood, at the time of ratifying the Constitution, but expressly provided for, in the instrument itself, that all sovereign rights, not agreed to be exercised conjointly, should be exercised separately by the States. Virginia declared, in reference to the right asserted in the Resolutions of '98, above quoted, even after having fully and accurately re-examined and re-considered those Resolutions, "that she found it to be her indispensable duty to adhere to the same, as founded in truth, as consonant with the Constitution, and as conducive to its welfare." and Mr. Madison himself asserted them to be perfectly "constitutional and conclusive."

It is wholly immaterial, however, by what name this right may be called; for if the Constitution be "a compact to which the States are parties," if "acts of the Federal Government are no further valid than they are authorized by the grants enumerated in that compact," then we have the authority of Mr. Madison himself for the inevitable conclusion that it is "a plain principle, illustrated by common practice, and essential to the nature of compacts, that when resort can be had to no tribunal superior to the authority of the parties, the parties themselves must be the rightful judge in the last resort, whether the bargain made has been pursued or violated." The Constitution, continues Mr. Madison, "was formed by the sanction of the States, given by each in its sovereign capacity; the States then being parties to the Constitutional compact, and in their sovereign capacity, it follows of necessity that there can be no tribunal above their authority, to decide, in the last resort, whether the compact made by them be violated: and, consequently, that, as the parties to it, they must themselves decide, in the last resort, such questions as may be of sufficient magnitude to require their interposition."

If this right does not exist in the several States, then it is clear that the discretion of Congress, and not the Constitution, would be the measure of their powers, and this, says Mr. Jefferson, would amount to the "seizing the rights of the States and consolidating them in the hands of the General Government, with a power assumed to bind the States not only in cases made federal, but in all cases whatsoever; which would be to surrender the form of government we have chosen, to live under one deriving its power from its own will."

We hold it to be impossible to resist the argument that the several States as sovereign parties to the com-

act, must possess the power, in cases of "gross deliberate and palpable violation of the Constitution, to judge each for itself, as well of the infraction as the mode and measure of redress," or ours is a CONSOLIDATED GOVERNMENT "without limitation of powers,"—a submission to which Mr. Jefferson has solemnly pronounced to be a greater evil than disunion itself. If, to borrow the language of Madison's report, "the deliberate exercise of dangerous powers palpably withheld by the Constitution, could not justify the parties to it, in interposing even so far as to arrest the progress of the evil, and thereby to preserve the CONSTITUTION ITSELF, as well as to provide for the safety of the parties, there would be an end to all relief from usurped power, and a direct subversion of the rights specified or recognised under all the State Constitutions, as well as a plain denial of the fundamental principle on which our independence itself was declared."

The only plausible objection that can be urged against this right, so indispensable to the safety of the States, is, that it may be abused. But this danger is believed to be altogether imaginary. So long as our Union is felt as a blessing—and this will be just so long as the Federal Government shall confine its operation within the acknowledged limits of the Charter—there will be no temptation for any State to interfere with the harmonious operation of the system. There will exist the strongest motives to induce forbearance, and none to prompt to aggression on either side, so soon as it shall come to be universally felt and acknowledged that the States do not stand to the Union in relation of degraded and dependant colonies, but that our bond of union is formed by mutual sympathies and common interests. The true answer to this objection has been given by Mr. Madison, when he says—

"It does not follow, however, that because the States, as sovereign parties to the constitutional compact, must ultimately decide whether it has been violated, that such a decision ought to be interposed, either in a hasty manner, or on doubtful and inferior occasions. Even in the case of ordinary conventions between different nations, it is always laid down that the breach must be both wilful and material to justify an application of the rule. But in the case of an intimate and constitutional union, like that of the United States, it is evident that the interposition of the parties, in their sovereign capacity, can be called for by occasions only, deeply and essentially affecting the vital principles of their political system."

Experience demonstrates that the danger is not that a state will resort to her sovereign rights too frequently, or on light and trivial occasions, but that she may shrink from asserting them as often as may be necessary.

It is maintained by South Carolina that according to the true spirit of the Constitution it becomes Congress in all emergencies like the present, either to remove the error by legislation, or to solicit of the states the call of a Convention; and that on a failure to obtain by the consent of three-fourths of all the States an amendment giving the disputed power, it must be regarded as never having been intended to be given. These principles have been distinctly recognised by the President himself in his message to Congress at the commencement of the present session, and they seem only to be impractical absurdities when asserted by South Carolina, or made applicable to her existing controversy with the Federal Government.

But it seems that South Carolina receives from the President no credit for her sincerity, when it is declared through her Chief Magistrate, that "she sincerely and anxiously seeks and desires" the submission of her grievances to a Convention of all the States. "The only alternative (says the President) which she presents, is the repeal of all the acts for raising revenue; leaving the Government without the means of support, or an acquiescence in the dissolution of our Union." South Carolina has presented no such alternatives. If the President had read the documents which the Convention caused to be forwarded to him for the express purpose of making known her wishes and her views, he would have found, that South Carolina asks no more than that the Tariff should be reduced to the revenue standard; and has distinctly expressed her willingness, that "an amount of duties substantially uniform, should be levied upon protected, as well as unprotected articles; sufficient to raise the revenue necessary to meet the demands of the government, for constitutional purposes." He would have found in the Exposition put forth by the Convention itself a distinct appeal to our sister States, for the call of a Convention; and the expression of an entire willingness on the part of South Carolina, to submit the controversy to that tribunal. Even at the very moment when he was indulging these unjust and injurious imputations upon the People of South Carolina, and their late highly respected Chief Magistrate,

a resolution had actually been passed through both branches of our Legislature, demanding a call of that very Convention, to which he declares that she had no desire that an appeal should be made.

It does not become the dignity of a Sovereign State, to notice in the spirit which might be considered as belonging to the occasion, the unwarrantable imputations in which the President has thought proper to indulge, in relation to South Carolina, the proceedings of her citizens, and constituted authorities. He has noticed, only to give it countenance, that miserable slander which imputes the noble stand that our People have taken in defence of their Rights and Liberties, to a faction instigated by the efforts of a few ambitious leaders who have got up an excitement for their own personal aggrandisement! The motives and characters of those who have been subjected to these unfounded imputations are beyond the reach of the President of the United States. The sacrifices they have made, and difficulties and trials through which they may have yet to pass, will leave no doubt as to the disinterested motives and noble impulses of patriotism and honor by which they are actuated. Could they have been induced to separate their own personal interests from those of the People of South Carolina, and have consented to abandon their duty to the State, no one knows better than the President himself, that they might have been honored with the highest manifestations of public regard, and, perhaps, instead of being the objects of vituperation, might even now have been basking in the sunshine of Executive favor. This topic is alluded to, merely for the purpose of guarding the People of our sister States against the fatal delusion that South Carolina has assumed her present position under the influence of a temporary excitement; and to warn them that it has been the result of the slow but steady progress of public opinion for the last ten years: that it is the act of the People themselves, taken in conformity with the spirit of resolutions repeatedly adopted in their primary assemblies, and the solemn determination of the Legislature, publicly announced more than two years ago. Let them not so far deceive themselves on this subject, as to persevere in a course which must in the end inevitably produce a dissolution of the Union, under the vain expectation that the great body of the People of South Carolina, listening to the councils of the President, will acknowledge their error or retrace their steps; and still less that they will be driven from the vindication of their rights, by the intimation of the danger of domestic discord, and threats of lawless violence! The brave men who have thrown themselves into the breach, in defence of the Rights and Liberties of their Country, are not to be driven from their holy purpose by such means. Even unmerited obloquy, and death itself, have no terrors for him who feels and knows that he is engaged in the performance of a sacred duty. The People of South Carolina are well aware, that, however passion and prejudice may obtain for a season the mastery of the public mind, reason and justice must sooner or later reassert their empire; and that whatever may be the event of this contest, posterity will do justice to their motives, and to the spotless purity, and devoted patriotism, with which they have entered into an arduous and most unequal conflict, and the unflinching courage with which, by the blessing of Heaven, they will maintain it.

The whole argument, so far as it is designed at this time to enter into it, is now disposed of; and it is necessary to advert to some passages in the Proclamation which cannot be passed over in silence. The President distinctly intimates that it is his determination to exert the right of putting down the opposition of South Carolina to the Tariff, by force of Arms. He believes himself invested with power to do this under the provision of the Constitution which directs him "to take care that the laws be faithfully executed." Now if by this it was only meant to be asserted that under the laws of Congress now of force, the President would feel himself bound to aid the civil tribunals in the manner therein prescribed, supposing such laws to be constitutional, no just exception could be taken to this assertion of Executive duty. But if, as is manifestly intended, the President sets up the claim to judge for himself in what manner the laws are to be enforced, and feels himself at liberty to call forth the militia, and even the military and naval forces of the Union, against the State of South Carolina, her constituted authorities and citizens, then it is clear that he assumes a power not only not conferred on the Executive by the Constitution, but which belongs to no despot upon earth exercising a less un-

limited authority than the Autocrat of all the Russias: an authority, which, if submitted to, would at once reduce the free people of these United States to a state of the most abject and degraded slavery. But the President has no power whatsoever to execute the Laws except in the mode and manner prescribed by the Laws themselves. On looking into these Laws it will be seen that he has no shadow or semblance of authority to execute any of the threats which he has thrown out against the good people of South Carolina. The Act of 28 February, 1795, gives the President authority to call forth the Militia in case of invasion "by a foreign nation or Indian Tribe." By the 2nd section of that Act, it is provided that "whenever the Laws of the United States shall be opposed, or the execution thereof obstructed in any State, by combinations too powerful to be suppressed by the ordinary course of judicial proceedings, or by the powers vested in the marshals by this Act, it shall be lawful for the President of the United States to call forth the Military of such State, or of any other State or States, as may be necessary to suppress such combinations, and to cause the Laws to be duly executed."

The words here used, though they might be supposed to be very comprehensive in their import, are restrained by those which follow. By the next section it is declared that "whenever it may be necessary in the judgment of the President to use the Military force hereby directed to be called forth, the President shall forthwith, by Proclamation COMMAND SUCH INSURGENTS TO DISPERSE and retire peaceably to their respective abodes within a limited time."—On reading these two sections together, it is manifest that they relate entirely to combinations of individuals acting of themselves without any lawful authority. The constituted authorities acting under the laws of the State, and its citizens yielding obedience to its commands, cannot possibly be considered as a mere mob forming combinations against the authority and laws of the Union, to be dispersed by an Executive Proclamation, and any attempt so to treat them would be a gross and palpable violation of the sovereign authority of the State, and an offence punishable criminally in her own Courts.—Whether the late Proclamation of the President was intended as a compliance with the provisions of this act, does not very clearly appear. But if so, it can only be considered as directed against the State, since the Laws of the United States have certainly not been forcibly obstructed by combinations of any sort, and it is certainly worthy of observation that the command extended to the people is not that they should *disperse* but that they should *re-assemble* in Convention and repeal the obnoxious Ordinance.

The power of the President, so far as this subject is embraced, in relation to the Army and Navy, is exactly co-extensive with that over the militia. By the 1st section of Act of 3d March, 1807, it is expressly provided, that in all cases of "obstruction to the laws of the U. S. or of any individual State, where it is lawful for the President to call forth the Militia for the purpose of causing the laws to be duly executed, it shall be lawful for him to employ for the same, such part of the land or naval force of the U. States as may be necessary, having first observed all the pre-requisites of the law in that respect." Here then it is seen, that unless the President is resolved to disregard all constitutional obligations, and to trample the laws of his country under his feet, he has no authority whatever to use force against the State of South Carolina, and should he attempt to do so, the patriotic citizens of this State know too well their own rights, and have too sacred a regard to their duties, to hesitate one moment in repelling invasion, come from what quarter it may. Could they be deterred by the threats of lawless violence, or any apprehension of consequences, from the faithful performance of their duty, they would feel that they were the unworthy descendants of the "Pinckneys, Samters, and Rutledges, and a thousand other names which adorn the pages of our revolutionary history," some of whom have just gone from among us, and been gathered to their fathers, leaving as a legacy their solemn injunction, that we should never abandon this contest until we shall have obtained "a fresh understanding of the bargain," and restored the liberties for which they fought and bled. Others still linger among us, animating us by their example, and exhorting us to maintain that "solemn Ordinance and Declaration" which they have subscribed with their own names, and in support of which they have "pledged their lives, their fortunes, and their sacred honor."

The annals which record the struggles of freedom, show us that Rulers in every age and every country jealous of their power, have resorted to the very

same means to extinguish in the bosom of man that noble instinct of Liberty which prompts him to resist oppression. The system by which Tyrants in every age have attempted to obliterate this sentiment and to crush the spirit of the people, consists in the skillful employment of promises and threats, in alternate efforts to encourage their hopes and excite their fears—to show that existing evils are exaggerated, the danger of resistance great—and the difficulties in the way of success insuperable: and finally to sow dissension among the people by creating jealousies and exciting a distrust of those whose counsels and example may be supposed to have an important bearing on the success of their cause.

These, with animated appeals to the loyalty of the people, and an imposing array of military force, constitute the means by which the people have in every age been reduced to slavery. When we turn to the pages of our own history, we find that such were the measures resorted to at the commencement of our own glorious revolution, to keep our fathers in subjection to Great Britain; and such are the means now used to induce the people of Carolina to "retrace their steps," and to remain forever degraded colonists, governed not in reference to their own interests but the interests of others. Our Fathers were told, as we now are, that their grievances were in a great measure imaginary. They were promised, as we have been, that those grievances should be redressed. They were told, as we now are, that the people were misled by a few designing men, whose object was a dissolution of the Union, and their own self aggrandisement.—They were told, as we now are, of the danger that would be incurred by disobedience to the Laws. The power and resources of the Mother Country were then, as now, ostentatiously displayed in insulting contrast with the scattered population and feeble resources on which we could alone rely. And the punishment due to Treason and Rebellion were held out as the certain fate of all who should disregard the paternal efforts of their Royal Master to bring back his erring children to the arms of their indulgent Mother. They were commanded, as we have been, to "retrace their steps." But though divided among themselves to a greater extent than we are now, without an organized Government, and destitute of arms and resources of every description, they bid defiance to the tyrant's power, and refused obedience to his commands.

They incurred the legal guilt of rebellion, and braved the dangers, both of the scaffold and the field, in opposition to the colossal power of their acknowledged sovereign, rather than submit to the imposition of taxes light and inconsiderable in themselves, but imposed without their consent for the benefit of others. And what is our present condition? We have an organized Government, and a population three times as great as that which existed in '76. We are maintaining not only the rights and liberties of the people, but the sovereignty of our own State, against whose authority rebellion may be committed, but in obedience to whose commands no man can commit treason. We are struggling against unconstitutional and oppressive taxation imposed upon us, not only without our consent, but in defiance of our repeated remonstrances and solemn protests. In such a quarrel our duty to our country, ourselves, and our posterity, is too plain to be mistaken. We will stand upon the soil of Carolina and maintain the sovereign authority of the State, or be buried beneath its ruins. As unhappy Poland fell before the power of the Autocrat, so may Carolina be crushed by the power of her enemies—but Poland was not surrounded by free and independent States, interested, like herself, in preventing the establishment of the very tyranny which they are called upon to impose upon a sister State. If in spite of our common kindred, and common interests, the glorious recollections of the past, and the proud hopes of the future, South Carolina should be coldly abandoned to her fate, and reduced to subjection, by an unholy combination among her sister States—which is believed to be utterly impossible—and the doctrines promulgated by the President are to become the foundations of a new system cemented by the blood of our citizens, it matters not what may be our lot. Under such a government, as there could be no liberty, so there could be no security either for our persons or our property.

But there is one consolation, of which in the providence of God no people can be deprived without their own consent. The proud consciousness of having done their duty. If our country must be enslaved, let her not be dishonored by her own sons! Let them not "forge the chains themselves by which their liberties are to be manacled."

The President has intimated in his Proclamation that a "standing Army" is about to be raised to carry secession into effect. South Carolina desires that her true position shall be clearly understood both at home, and abroad. Her object is not "disunion"—she has raised no "standing Army," and if driven to repel invasion or resist aggression, she will do so by the strong arms and stout hearts of her citizens. South Carolina has solemnly proclaimed her purpose; that purpose is the vindication of her rights. She has professed a sincere attachment to the Union; and that to the utmost of her power she will endeavor to preserve it, "but believes that for this end, it is her duty to watch over and oppose any infraction of those principles which constitute the only basis of that union, because a faithful observance of them can alone secure its existence; that she venerates the constitution and will protect and defend it 'against every aggression either foreign or domestic,' but above all, that she estimates as beyond all price her LIBERTY, which she is unalterably determined never to surrender while she has the power to maintain it."

The President denies in the most positive terms the right of a State under any circumstances to secede from the Union, and puts this denial on the ground "that from the time the States parted with so many powers as to constitute jointly with the other States a SINGLE NATION, they cannot from that period possess any right to secede." What then remains of those "rights of the States" for which the President professes so "high a reverence,"—in what do they consist? And by what tenure are they held? The uncontrolled will of the federal government. Like any other petty corporation, the States may exert such powers and such only as may be permitted by their superiors. When they step beyond these limits, even a federal officer will set at naught their decrees, repeal their solemn ordinances,—proclaim their citizens to be TRAITORS, and reduce them to subjection by military force; and if driven to desperation, they should seek a refuge in secession, they are to be told that they have bound themselves to those who have perpetrated or permitted these enormities, in the iron bonds of a "PERPETUAL UNION."

If these principles could be established, then indeed would the days of our liberty be numbered, and the republic will have found a MASTER. If South Carolina had not already taken her stand against the usurpation of the federal government, here would have been an occasion, when she must have felt herself impelled by every impulse of patriotism, and every sentiment of duty, to stand forth, in open defiance of the arbitrary decrees of the Executive. When a sovereign State is denounced, the allegiance of her citizens denied, and she is threatened with military power to reduce her to obedience to the will of one of the functionaries of the federal government, by whom she is commanded to "tear from her archives" her most solemn decrees—surely the time has come when it must be seen whether the people of the several States have indeed lost the spirit of the revolution, and whether they are to become the willing instruments of an unhallowed despotism.—In such a sacred cause South Carolina will feel that she is striking not for her own, but the liberties of the Union and the RIGHTS of MAN, and she confidently trusts that the issue of this contest will be an example to freemen and a lesson to rulers throughout the world.

FELLOW CITIZENS—In the name and behalf of the State of South Carolina, I do once more solemnly warn you against all attempts to seduce you from your primary allegiance to the State,—I charge you to be faithful to your duty as citizens of South Carolina, and earnestly exhort you to disregard those "vain menaces" of military force, which, if the President, in violation of all his constitutional obligations, and of your most sacred rights, should be tempted to employ, it would become your solemn duty at all hazards to resist. I require you to be fully prepared, to sustain the dignity and protect the liberties of the State, if need be, with your "lives and fortunes." And may that great and good Being, who, "as a father careth for his children," inspire us with that HOLY ZEAL IN A GOOD CAUSE, which is the BEST SAFEGUARD OF OUR RIGHTS AND LIBERTIES.

In testimony whereof, I have caused the seal of the State to be hereunto affixed, and [L. S.] have signed the same with my hand.

Done at Columbia, this 20th day of December, in the year of our Lord 1832, and of the Independence of the United States the fifty-seventh.

ROBERT Y. MAYNE.

By the Governor,
Samuel Hammond, Secretary of State.

POSTSCRIPT.

LATE AND IMPORTANT FROM EUROPE.

SPEECH OF THE FRENCH KING—ATTEMPT TO ASSASSINATE HIM—ANTWERP SUMMONED BY THE FRENCH ARMY, &c. &c.—Our papers are just received by the packet of 24th. We have not time for many extracts or any comments. Perhaps the following view from the London Times of 23d embraces the substance of the news.

The accounts received yesterday from Holland to Tuesday last, taken in connexion with those from Antwerp of the same date, afford us melancholy assurance that the Dutch Government has resolved upon warlike resistance, and that as the French army was ready to commence operations, almost immediate bloodshed has become inevitable. The "order of the day" of Gen. Chasse to the garrison he commands, dated the 17th, the "Order of the Day" of the commandant of Breda on the 18th, and the decree of King William, dated the 19th, for calling out the 2d and 3d bans of the *schutterij* (sedentary National Guards or militia), establish beyond a doubt that the Government of Holland has thrown down the gauntlet to France and England, and means to tempt the favors of victory against these powerful nations. The last measure, in particular, if it is not solely intended to excite the national enthusiasm, and to act on foreign Powers by a display of force or national unanimity, would seem to indicate that King William is preparing himself against an invasion of his dominions, and as that cannot take place (according to the principles on which the Allies are acting) without being provoked by an aggression of his own people upon Belgium, that the Dutch army intends to pass the Belgic frontiers. For it is obvious that men who have never before been under arms, and who have never before received any sort of military discipline, however they may "be formed into battalions," can only be called forth to defend their homes in the absence, or in aid of, the regular army.

The address of Gen. Chasse to his troops is such as might have been expected from a gallant officer commanded by his Sovereign to preserve his position, and to fight to the last, without any reference to the nature of the contest or the chances of success. He holds out no prospect of ultimate victory, but expects from his companions in arms a resolute purpose, like his own, to maintain their honor, and to display their courage, even in defeat.

The order of the day, addressed to the garrison of Breda, resembling so much the addresses made to the troops during the last twelve months by the King and the Prince of Orange, and commemorating the invasion of Belgium in August, 1831, would not be of the slightest interest by itself, or detached from the other hostile declarations with which it is connected. But the resistance of the garrison of Antwerp, and the decree for organizing another great portion of the population as a defensive force, are facts of great importance, as indicating an entire system of warlike policy.

Respecting the attempt to assassinate the King, the latest accounts insinuate that it was an accident—or a police invention.

We are still left, says the Liverpool Journal of the 24th inst., in suspense respecting the probable issue of the present demonstrations against Holland. The plot however begins to thicken, and a few hours will disclose the policy of the European courts, or bring intelligence of the reluctant submission of his Dutch Majesty.

On Tuesday the French Army crossed the Belgian frontier, and by the latest accounts they were concentrating within a league of Antwerp. Upwards of 30,000 men had halted there, the two eldest sons of Louis Philip being with them, the Duke of Orleans at the head of his brigade, and the Duke of Nemours at the head of the 1st Lancers. The remainder of the forces was hourly expected, and the whole when assembled, would present a grand military display of about 60,000 infantry and 16,000 horse.

The correspondent of the Morning Herald, who appears to accompany or follow close on the French army, writes that it is not the intention of Marshal Gerard to summon the citadel before Tuesday next, the 27th; but the Antwerp correspondent of the Times asserts, that

this ceremony will be gone through this day, (Saturday). Some accounts state that the Duke of Orleans had summoned General Chasse to surrender, and that, on his positive refusal, the prince demanded to know whether it was his intention to consider the city neutral ground. To this interrogation he is said to have returned an answer in the affirmative; but had it been otherwise, the French were to have taken possession of Antwerp in the name of France and England.

The Belgian forces were then to co-operate with them; but, in the event of the city being exempted from bombardment, the Belgians were to remain inactive, and the French were to assault the citadel from their trenches. This report, it has been observed, cannot be true; for it is not the military custom to summon a place before the General summoning is in a situation to strengthen his demand by the presence of his army. Up to the last moment, therefore, nothing positive had been done beyond the concentration of the French army in the immediate vicinity of Antwerp. The Times, as if from authority, assures us that General Chasse will not fire upon the city.

From the Berlin Staats Gazette, Nov. 10.

DECLARATION OF PRUSSIA.—The Courts of London and Paris have found it suitable to their interests to carry into effect the treaty of 15th November, last year, with respect to the division of territory stipulated in it between Holland and Belgium, by the declaration addressed to both governments, that each of those governments is to evacuate by the 12th instant, the places and portions of territory, which according to that treaty, are to remain in their possession, and that, in case of refusal, a compliance with this demand shall be obtained from the King of the Netherlands by military measures.

His Majesty the King, conformably to the declarations which he has made on every occasion, and in concert with Austria and Russia, has caused notice to be given to the governments of England and France, that he must refuse to these coercive measures not only all kind of co-operation, but also his assent, and that, on the contrary, he has resolved to place a corps of observation on the Maese, in order to be ready, on the entrance of a French army into Belgium, to avert the eventual consequences which the intended military operations might have with respect to the tranquility of Germany, and of his Majesty's dominions, and to the general peace.

His Majesty has accordingly issued the necessary orders to the corps of the army stationed in the Rhenish provinces and Westphalia, and the said corps of observation will be immediately posted in the manner above stated.

We last night received by express from Falmouth letters from our correspondent at Oporto, brought by the Liverpool steamer, which left that city on the 16th inst. The letters of our correspondent are dated the 11th, 12th, 14th and 16th instant. Though they record no great event, they are full of interesting details. The chief points to which we would invite the attention of the reader (not having room for comment) is the change in the command-in-chief of the army, the Emperor himself having replaced Count Villa Flor to that post,—the insults offered by the troops of Don Miguel to British ships of war,—the curious progress of Don Miguel through the country, along with his sister as a hostage; the spirited affair which took place on the 14th inst.; the resignation of Colonel Hodges, and the changes in the other appointments of the army. Count Villa Flor is created Duke of Terceira, to console him by a title for the loss of the chief command of the army. The change may be judicious, for the reasons stated by our correspondent, tho' we do not see that the army suffers much by the absence of Saldanha. The English public, who may be entertained with the cavalcade of Don Miguel, should know that the poor Princess rides in a litter or sedan chair, because in the blessed country of Don Miguel there are no roads by which she could be conveyed in a carriage without the danger of jolting her to death, or overturning in a ditch. We are sorry at the resignation of Colonel Hodges, who has returned by the steamer which brought our letters. The army of the Emperor, which at first had received a compensation in the arrival of Sir John Doyle, has been also deprived of the services of that gallant officer.—[Times, 23d.]

PARIS, Nov. 20.—The following are further details respecting the circumstances of the attack yesterday upon the King:

"Amongst the persons who, on seeing the King,

shouted the loudest acclamations, the spectators remarked a man, ill dressed, aged about thirty, of middle size, who waved his hat with his right hand. At the moment the King arrived opposite this individual, the latter drew from his pocket a pistol, and presenting it at his Majesty with his left hand, continued to wave his hat with his right.

"A young woman near him, observing his movements, seized hold of his right arm, and thus changed the direction of the shot. The assassin disappeared immediately amongst groups composed of ill-dressed persons, who appeared disposed to protect him. In his flight he threw down the pistol which he had fired, and a second pistol which was loaded. The detonation was very loud. The ball grazed the hat of M. Gabriel Delessert, Aide-Major-General of the National Guards, who formed part of the procession. A movement of alarm was manifested among his Majesty's suite.

"The young woman who seized the arm of the assassin, is named Mademoiselle Boury. She is the daughter of a post-master in the environs of Dunkirk. On being escorted to the house of the Commissary of Police of the chateau, where she made her declaration, she experienced a violent nervous attack. On the return of the King she was visited by their Majesties and Madame Adelaide, who paid her every attention.

"Disclosures made to the authorities have been the means of tracing the assassin, and a conspiracy, of which he was to be the instrument. At the hour at which we are writing (midnight) the Minister of the Interior and the Procureur General are at the house of the Prefect of the Police."

DEATHS.

Suddenly, at West Point, on Monday evening, 24th ultimo, THOMAS GIMBREDE, Instructor of Drawing in the Military Academy, West Point, aged 51.

That "we know not what a day or an hour may bring forth," was never more fully exemplified than in the sudden death of this lamented individual. Mr. Gimbrede was born in November, 1781, in the city of Agen, in the south of France. When about 21 he left his native country for the West Indies, where he remained only a few months, having been unfortunate in the loss of his entire property. Misfortune in one clime did not, however, deter him from making use of the means with which nature and education had liberally endowed him, to support himself in another. Accordingly he landed at New York about 1802, and sought to maintain himself by portrait painting. This he practiced for several years, but without success equal to his expectations, and therefore abandoned it for the employment of another of his versatile talents—engraving—wherein he was more successful. His reputation as an artist about this time attracted the attention of the War Department, and he was appointed in 1819 to fill the station in the Military Academy which he so ably sustained until the period of his death. Under his care this department in the Military Academy has been perfected to merit the approbation of the public, and imparted much useful instruction to the members of the institution. Long will the loss of his services be felt in the Academy, but still longer will his kind and gentlemanly intercourse with his pupils be cherished and remembered by the Cadets and officers of the Army. No one knew better than he, how to obviate the difficulties and make attractive the department of learning entrusted to his charge; and it may truly be said of him, that in every respect he fulfilled the duties of his station.

But it is in the relation of husband and parent, that the loss of Mr. Gimbrede will be most severely felt. To intrude upon the sanctity of that grief which mourns the sudden transition from life to death—from time to eternity—of their best and dearest friend,—is not within the province of an obituary; to heal the wound and administer consolation, needs the Divine mercy; and He who "tempers the wind to the shorn lamb," must be the comforter under this affliction.—[Communicated.]

On Monday morning, Dec. 30, Major Charles B. Tallmadge, Paymaster U. S. Army.

Last evening, Dec. 31, of a lingering illness, Mr. Samuel White, in the 60th year of his age.

At Stonington, Conn. on Thursday, 27th Dec., Sally Palmer, relict of Amos Palmer, aged 72 years.

At his seat at Throggs Neck, Westchester, on the morning of the 30th Dec., Abijah Hammond, Esq. aged 75 years.

This morning, after a short illness, Jonathan Ogden, in the 66th year of his age.

On Monday evening last, Mrs. Ann Maria, wife of Aaron Goodrich, aged 31 years.

On Thursday night, Mrs. Isabella Mason.

On Tuesday evening last, Mr. John Earle, aged 33 years.

In Charleston, on the 22d ult. in her 86th year, Mrs. Mary Smith, relict of Roger Smith, Esq. In the death of this respectable lady, the eldest branch of the distinguished family of Rutledge is extinct.

At his residence near Greenville, S. C. on the 21st ult. Mr. Rawlins W. Lowndes, son of the late Hon. Wm. Lowndes.

On the 1st inst. at his residence, Flushing, L. I. after a short illness, Thomas Powell, in the 66th year of his age.

In Brooklyn, on the 1st inst. Mrs. Anne Moore Tucker, wife of Fanning C. Tucker.

Suddenly, in Albany, on Saturday morning, 29th ult. Prudence M., wife of John F. Bacon, in the 40th year of her age.

✂ The engravings alone for the Journal the ensuing year, even upon wood—to correspond with this number—will cost us \$500.—Will our subscribers then hesitate to remit, in advance, and free of postage, the small sum of three dollars? We pledge them the Journal shall be worth more than double the money.